RAILROAD

mac

MAGAZINE

JANUARY 1973 / 75¢

Why push a shoe shine brush when you get a better shine pushing a button?

Presenting the push-button-shoe-shine: In this solid oak chest you have polish applicators, brushes, buffers, extra flannels, mudbrush and polish. Each attachment couples magnetically to the electric Roto-Shine unit. Push the button and you have an automatic shoe shine.

The Ronson Roto-Shine™ automatically picks up polish, brushes, buffers and outshines even the experts.

RONSON®

DIFFERENT BY DESIGN AND BETTER BECAUSE OF IT

© 1972 Ronson Corp., Woodbridge, N.J. 07095

RAILROAD
MAGAZINE

Adventurous Railroading and Rail Hobbies—Founded 1906

VOL. 92 No. 3 JANUARY, 1973 75 CENTS

FREEMAN HUBBARD
Editor

MICHAEL A. EAGLESON
Steam Locomotives

STEVE MAGUIRE
Transit Topics

JAMES EDMONSTON
Diesel Locomotives

GORTON T. H. WILBUR
Associate Editor

SY REICH
Technical Editor

ALBERT HERSKOVITS
London, England

BARBARA KREIMER
Information Booth

ILLUSTRATED FEATURES

They Built Steam Engines (*historical list*) 10
Photographs of the Month 12
Forgotten Locomotives ..... P. Schumann & Robt. Emmett 18
Interesting Railfans No. 121: William J. Purdie, Jr. 26
Little-Known Diesel Builders ..... Elliott Kahn 31
Passenger Train Survey 46
Rosters of Illinois Short Lines ..... Sy Reich 52

AUTHENTIC FICTION

Against Orders (*telegraph service*) Harry Bedwell 39

DEPARTMENTS

The Mail Car 2
Transit Topics 34
In Search of Steam 49
The Hobby Club 57
Books of the Rails 59
Information Booth 60
The Switch List 62
Model Trading Post 64
Abandonment of Trackage 64
Pen Pals Wanted 64
Coming Events 64

Southern 722 sweeps past the classic depot at Blackville, S.C., on Labor Day, 1970. The "old gal's" whistle has interrupted the serenity of the sleepy little Dixie town, if just for a little while.
Photograph by Al Langley, Jr., Rte. 1, Box 64-A, North Augusta, Ga. 29841

HENRY STEEGER, *Publisher*
BILL BALGLEY, *Advertising Manager*
EARL UMPENHOUR, *Production Manager*

IRA MOSHIER, *Newsstand Sales Manager*
JOSEPH MUCCIGROSSO, *Subscription Manager*

RAILROAD MAGAZINE is published monthly by Popular Publications, Inc. at 205 E. 42nd Street, New York, N.Y. 10017. Henry Steeger, President. John J. McVarish, Treasurer. Second-class postage paid at New York, N.Y., and at additional mailing offices.

Magazine is copyright © 1972 by Popular Publications, Inc. Copyright under Universal, International and Pan-American Copyright Conventions. All rights reserved, including the right of reproduction, in whole or in part, in any form.

Single copy 75¢. Subscription in U.S.A.: one year $7, two years $13. Elsewhere: one year $8, two years $15. Title registered in the U.S. Patent Office. Send all subscriptions and renewals to Railroad Magazine, Portland Place, Boulder, Colo. 80302. Address other mail to Railroad Magazine, 205 E. 42nd St., New York, N.Y. 10017. Printed in U.S.A. Please query the editor before submitting feature articles. Care will be exercised in the handling of unsolicited manuscripts, but no responsibility is assumed for their return.

CHANGE OF ADDRESS: POSTMASTER—Please mail Form 3579 notices to: RAILROAD, Portland Place, Boulder, Colorado 80302

A cold midwinter day on the Boston & Maine at Bradford, New Hampshire. The engine is a Ten-wheeler, No. 1979.
From painting by Archy F. McDonnell, Box 384, Concord, N.H. 03301

THE MAIL CAR

where editors and readers meet

FOUNDED by brass-pounder Frank A. Munsey in 1906, this magazine was still being put out by the Frank A. Munsey Co., even after his death, when Henry Steeger of Popular Publications, Inc., took it over in 1938. At that time Steeger had the world's largest chain of woodpulp magazines. For more than a third of a century he owned and published *Railroad*. The other day a new organization, called Brookfield Graphics, bought Popular —"lock, stock, and barrel," to use a trite phrase—and is carrying on *Railroad* with the same staff and same editorial policy.

Our cover shows a 2-6-2, the McCloud River Railroad's No. 25, (Alco, 1925), wheeling an excursion westbound from McCloud to Shasta City, Calif., the annual snow trip of the Pacific Locomotive Association. The photo was made Jan. 29, 1972, by one of our *Interesting Railfans,* Gary G. Allen, 215½ East Palmer Ave., Glendale, Calif. 91205. Next month's cover will be a painting by George H. Lewis of a steam-powered Chicago & North Western train, *The 400,* highballing through a snowy Chicago suburb in the 1930's. ●

WOMEN ONLY. Someone asked if railroads ever operated separate cars for men and women. Yes, indeed. That has always been standard practice on the Ringling Bros. and Barnum & Bailey Circus trains. A few years ago the Pennsy ran excursions for women only. Back in 1922 the Katy began experimenting with separate Pullmans for the two sexes on trains running between Oklahoma City and Kansas City. This setup (before the days of air-conditioning) provided cooler rides in warm weather because it was not necessary to close those thick, dark-green, Pullman curtains during the night. Even today, some transcontinental trains have cars available only to women and children.

Good-looking Miss Denise DeBeer, 18, of Emporia, Kansas, recently worked as a relief "switchman" in the Santa Fe yards at Topeka, Kan. In sending us this news, Bob Bruhin, Rte. 2, Ada, Okla. 74820, writes: "I wonder how an oldtime boomer would have reacted if he had gotten signals from a teen-age gal in a railroad yard. 'Frog' Smith, for example, my favorite *Railroad Magazine* author. Suppose it had happened when he was a young man firing a woodburner or pulling a throttle, would he have thrown away his thousand-miler shirt and signed up for a year's supply of pie-books?"

(Ed. note: We don't know, Bob, but we're putting the matter up to Frog himself. The old boomer-author, Ernest A. Smith, humorous and Rabelaisian, lives at 99 E. Mariana St., North Ft. Myers, Fla. 33903. If he sends us a reply, we'll publish it.)

Contending that a certain plush railroad car is her own property and not her father's, Gretchen Hayden has filed suit in San Francisco to bar the Internal Revenue Service from selling it to satisfy a tax lien against her father, actor Sterling Hayden. The girl maintains that the private car was a gift from her mother. ●

PERSONALITIES. After working 45 years apiece as shopmen for the Grand Trunk in Elsdon, Illinois, twin brothers Sam and John Schuh have retired to their home at 5151 S. St. Louis Street in that city, right across the street from the GT car department building.

A one-time Southern Pacific brakeman, Don Imus, is now a $100,000 disc jockey on radio station WNBC in New York City. Imus left railroading after he saw an ad by a radio school in Los Angeles. Then he got a job with a radio station in Palmdale, Calif., later moved up the ladder to station WGAR in Cleveland, and is now on WNBC.

The engineer of a Louisville & Nashville freight train slammed on the brakes when he saw a man lying between the tracks at Dalton, Ga. Five diesel units and four boxcars passed over him before the train stopped. The man, Henry Lee Baker, 57, had been sound asleep and was pulled out, uninjured.

Advanced years don't necessarily mean you are decrepit. Ralph Hanley, a retired Frisco chief dispatcher, was healthy and alert on his 100th birthday August 24th and is using his long series of Railroad Retirement checks to actively enjoy life. Maybe some reader will tell us his address. Hanley planned a 70th wedding celebration in Dec. '72 with his wife, who is described as "a young 94."

I am trying to put together a motion picture film history of steam power in chronological order. I want to borrow 8mm or super 8mm films, preferably in color, but black and white will do, of steam locomotives hauling freight or passenger trains. It is my plan to have copies made of any films I find suitable, after which they would be returned. I will gladly pay mailing or shipping charges.—John Petricko (loco engr.), 131 Bellmawr Dr., Island Heights, McKees Rocks, Pa. 15136. ●

ALTHOUGH I was a Western Union commercial operator in the Morse era, I had a slight connection with railroading because our office was shared with Railway Express Agency, in a little building high on a hill near the Pennsylvania Railroad tracks in Cambridge, Indiana. We had two wires, one for WU to Indianapolis and a railroad wire between Columbus, Ohio, and Indianapolis. Ordinarily, I never used the latter except to report wire trouble.

One afternoon a long redball freight was rolling eastward on the rails used

Teen-age girl, Valerie Collins, was employed as conductor ("traveling guard") on Romney, Hythe & Dymchurch Ry. at Dungeness, Kent, England, years ago.
R.E. Ruffell, 2 Victoria Villas, Little Sandhurst, nr. Camberley, Surrey, England

A Reading GP-35 is given a supply of sand at Rutherford, Pa. (last August)
Robert R. Gottschall, 1026 N. 6th St., Reading, Pa. 19601

by the *Spirit of St. Louis*, No. 66, which followed close behind at about 70 or 80 miles per hour. I heard a frantic repetition on the railroad wire, "CA, CA, CA," which was my call, so I answered. The message I got was, "Flag 66," repeated three or four times. I had never flagged a train in my life, but I knew that any object waved on or near the track was a stop signal. Grabbing a faded red flag which I found in the office, I ran up the track just as the white smoke plume of No. 66 appeared on the horizon about three-quarters of a mile distant, and I waved it vigorously over my head.

The hogger of the crack express must have made an emergency stop, for sparks flew from the wheels of his engine and cars. Soon the conductor in a smart-looking blue uniform with brass buttons came up and began spouting off. I told him to get on the phone, which he did. That had been the Pennsy dispatcher calling me. A car on the fast freight had broken an axle and the merchandise was piled up at Germantown, about a mile distant. "CA" was the last chance to stop 66. I'll never forget it.—John Hamilton, 545 N. Main St., Winchester, Ind. 47394. ●

NEWSCAST. The hearing on Penn Central's proposal to abandon 2,000 miles of track in 11 states as well as Ontario and Quebec provinces in Canada has been recessed again, with no date set for its resumption.

The locomotives owned and operated by U.S. railroads have a total horsepower of more than 50 million, exceeding the generating capacity of power plants in 23 states!

To improve service between Midwestern and New England points, Norfolk & Western has added two new run-through freight trains to its daily schedules. Cooperating to make the service available are the Lehigh Valley, the Delaware & Hudson, and the Boston & Maine. The trains run between Ohio and New England.

The Reading has launched a vigorous drive aimed at cutting property damage due to vandalism and extending maximum protection to its passengers. The program features a $100 reward for any tip leading to the arrest and conviction of anyone who damages railroad property or interferes with safe operation of trains. It also calls for wider use of the recently established police helicopter patrol and more manpower to guard Reading property.

Gas turbine engines for the Long Island Rail Road and the rest of the 1968 package of goodies for the New York City area are approaching reality, reports Bill Ronan, chairman of Metropolitan Transportation Authority, in a press release.

He boasts that modernization of the LIRR is "well on the way," with 770 new electric cars comprising the largest single acquisition of the kind in rail history, and the electrification program also is setting a precedent. The gas turbine locomotive, which would run a generator to provide current so the engine could pull trains in nonelectrified areas, he reported, is now being designed separately by three contractors, Garrett & Pullman, General Electric, and General Motors.

Chessie System

Chessie the cat has been upgraded. Now he's part of a new official name, the Chessie System, adopted by the affiliated Chesapeake & Ohio/Baltimore & Ohio as their monicker from now on. The traditional C&O symbol used to convey the message that passengers "sleep like a kitten" on C&O sleeping cars. Today, with the subordination of passenger service, it is somehow intended to symbolize the care with which C&O/B&O freight is handled, which seems to us a bit far-fetched. There is also a new color scheme on the system's rolling stock—blue, yellow, and vermillion.

"Sleep like a kitten" on C&O train.

With quick and decisive votes, Congress recently over-rode President Nixon's veto and granted 900,000 retired railroad workers at least a temporary 20-percent increase in pension payments. Nixon vetoed the bill at noon. By midafternoon the House had voted 353 to 29 to over-ride the veto, and a few hours later the Senate voted 78 to 5 to over-ride.

A plea for merging four bankrupt Northeast railroads into one company in partnership with the Federal Government was outlined to the Pittsburgh Traffic Club by Charles E. Bertrand, president of the Reading. The plan calls for the consolidation of the Reading, the Jersey Central, the Lehigh Valley, and Lehigh & Hudson River into a single operating unit proposed to be named the Northeast National Railway System. (Ed. asks: Would the union of four bankrupt roads necessarily create one huge non-bankrupt system?)

Six cars of a 35-car freight train carrying 7,000 hogs were derailed the other day at Vernon, Calif., crushing at least 500 animals to death and freeing hundreds of porkers to go squealing in terror through the streets. Police and slaughterhouse employes chased an estimated 800 pigs, waving leather straps as they tried to herd the hogs into makeshift pens.

An office of information and public affairs, headed by Richard E. Briggs, has been set up in Washington, D.C., by Stephen Ailes, president of the Association of American Railroads, to assume functions previously handled by the AAR public relations department that Jim Schultz headed. We don't know which job, if any, Jim has gone to.

Construction of a multi-million dollar rail line to haul low-pollutant coal from a sparsely-settled area is proposed by Burlington Northern in an application filed with the ICC. The 126-mile line through the Powder River Basin of eastern Wyoming would be the longest continuous stretch of new railroad built in the U.S. since 1931. Plans call for grading to begin this year and trackwork to be completed by 1975.

Why has the British Post Office, which issued stamps to commemorate many industries less important than the railways, never put out a special stamp for the latter? This question was asked of Britain's postal headquarters by Bernard L. Albert, M.D., 67 Tunstall Rd., Scarsdale, N.Y. 10583. Back came a reply from London, signed by Miss K. Parkyn: "No doubt you are aware that the 150th anniversary of the opening of the Stockton & Darlington Railway falls in 1975. As it was the first passenger railway in this country and indeed in the world, the event has already been listed as a possible subject for a stamp in that year." But English miss did not answer the American doctor's question.

The National Transportation Safety Board is urging a Federal Railroad Administration study of the 10 most serious railroad accident causes attributed to "employee negligence" so that underlying safety problems might be identified and solved. "There often are many extenuating conditions in such accidents," the Safety Board says. "It is easy to dismiss an accident as resulting from an employee's negligence when, in fact, it may have been due to a failure of the system itself."

As Alan Pegler probably knows by now, the *Flying Scotsman* has returned to the rails in his homeland, but not the identical cars nor steam locomotive that he took over to America and left there. British Rail is attempting to woo people back to intercity passenger trains by reviving famous old names such as the *Flying Scotsman*, the *Talisman*, the *Yorkshire Pullman*, the *Aberdonian*, etc.—Al Herskovits, 3 Belsize Square, London NW3 4HT, England.

Working on an anonymous tip, New York City detectives, Penn Central police, and FBI agents opened a baggage locker in Grand Central Station one night and recovered $200,000 in stolen art works. Some 33 prints, four books, and a woodcut were found in the locker. The works were by such artists as Henri de Toulouse-Lautrec and Pablo Picasso. They had been stolen from such major institutions as the Metropolitan Museum of Art, the Museum of Modern Art, New York Public Library, and museums out-of-town. Police say they probably would have been smuggled to Europe or Latin America and sold to private collectors.

Also in the crime department, two gunmen stole diamonds valued at $150,000 from a jeweler as his Philadelphia-New York train entered Newark, N.J. One robber held a pistol while the other disabled the victim with a can of chemical spray. ●

HIGHWAY VIEWPOINT. As a highway official, I am vitally concerned over the continued deterioration of rail service and the continuing pressure by railroads to discontinue major segments of rail line.

Certainly the railroads cannot be condemned for attempting to operate efficiently and at a profit. However, under the present system of ownership and operation, decisions about the retention or discontinuance of segments of rail lines are made on the basis of what is in the best interests of the railroads, rather than on what is in the best interest of the state or the nation.

Perhaps the time has come to consider the possibility that state and Federal governments may have to assume the same type of responsibility for rail transportation as they have for highway transportation. In the case of highways, governments build and operate the roadbed while the private sector operates vehicles over these roadbeds, paying in effect a ton-mile tax to do so, in the form of road use taxes. It may be timely to apply this same concept to railroads.

In many instances it might be far less expensive to the public to subsididize a rail line in order to avoid a much heavier investment in highway facilities to accommodate the loads that would be shifted if the rail line were to be abandoned.

I, for one, am vitally concerned that the rail freight transportation system in this nation does not go the way rail passenger transportation has gone. The nation's highways just cannot afford to carry the volumes and loads of freight that are presently being shifted to them from the railroads.—J. R. Coupal, Jr., Director of Highways, State Highway Commission, Ames, Iowa. ●

FOREIGN WRECKS. A passenger train jacknifed off the rails and plunged down a steep embankment one night recently, killing at least 48 persons and injuring 144 seriously, in one of South Africa's worst train disasters. The locomotive missed a turn 40 miles north of Cape Town and crashed into a culvert, carrying with it four third-class coaches packed with passengers. Rescue teams and nearby farm workers rushed to the area and dug through the wreckage with crowbars and acetylene torches in a race to find survivors. Faint sounds of moaning and weeping could be heard beneath the twisted, bloodstained metal. We don't have final casualty figures.

Eleven Czechoslovakian Army parachutists died when a Bulgarian freight train ploughed through a bus convoy carrying competitors to the Warsaw pact parachute-jumping championships. The convoy was on its way to Kondofreid airfield near Pernik, southwest of Sofia, when the train rammed the bus carrying the Czechoslovak national team at a railway crossing.

FOR SALE OR MAJOR INVESTMENT

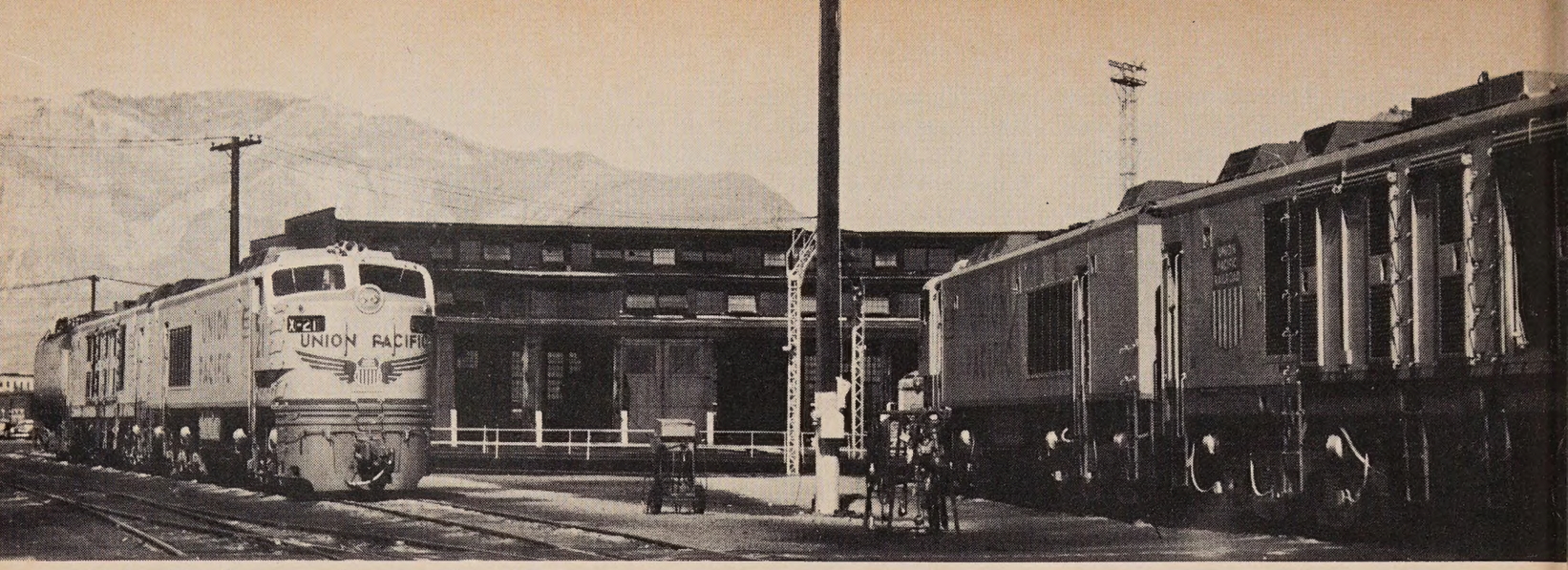
ENTIRE COLLECTION, TRAINS OF YESTERDAY MUSEUM

- Beautiful observation car "Proteus," 1904, carvings, stained glass, fireplace, $10,000.
- Official car "Quebec," prime minister's car in 1946, built, 1879, Grand Trunk Railway, $10,000.
- Official Car No. 19, 1916, $10,000.
- Central of Georgia Coach No. 236, carved golden oak, open platforms, oil lamps, coal stoves, 1883, $8,000.
- L. & N. Jim Crow Combination Car No. 676, 1913, open platforms, steel underframe and end sills, $8,000.
- Georgia Northern Parlor Coach No. 115, mentioned in "Mixed Trains Daily," solid mahogany interior, stained glass fan lights, 1900, $3,500.
- Locomotive No. 2, Vulcan, 1925, A.S.M.E. boiler, oil burner, $6,000.
- 1903 station, enginehouse, bandhouse, fountain, switchman's shanty, some rail.

All equipment fully restored and operable, except G. N. 115, which is partially restored and fully operable. Complete rail connections.

Serious offers will be considered.
Telephone and personal appointments only, please. No letters.

TRAINS OF YESTERDAY MUSEUM
HILLIARD, FLORIDA (904) 845-3693



Union Pacific gas turbine era in full bloom at engine terminal at Ogden, Utah, with mountains in background in 1961.
Randall H. Larson, 13810 Tan Tara Drive, Sun City, Ariz. 85351

Even worse, much worse, was the casualty list in Mexico's second deadliest train wreck, near Saltillo this past October, on the night of the twelfth, in which the number of confirmed deaths was 204 and injury cases 1,098. (No. 1 on the list occurred almost 30 years ago when a train en route to a religious shrine in central Queretaro State crashed into another train, killing an estimated 500 persons.)

Blood tests showed that the engineer in the recent pile-up, Melchor Echeverria, had been drinking shortly before 8 of the 24 cars on his train hurtled off a downhill curve at more than 70 miles an hour. Four of them caught fire. Echeverria and at least one other crew member are being held on charges of homicide. The 7-man crew claimed the brakes had failed, but officials of the Mexican National Railways said an investigation by experts disproved this. Six of the crew are under arrest and police are searching for the seventh.

Of the injured, 187 have received a week's salary as compensation, and relatives of the dead an advance payment of $800. No final figure had been set, but it is believed that families will get about $2000 for each relative killed. As many as five members of some families perished.

As was the case with the Queretaro disaster, the latest wreck victims had been on a religious pilgrimage. Some 1,564 adults and an unknown number of children, mostly from poor Saltillo families, had been returning from Real de Catorce in northern San Louis Potosi state, where they went to pray at the widely known shrine of St. Francis.

While rescue teams were toiling grimly through the night under the glare of arc lights and reflectors, seeking the injured and dead, anxious relatives and friends of the victims waited in the overcrowded hospitals for news. Numerous bodies and even some of the very young hospitalized children who had survived could not be identified. Saltillo movie theaters and other entertainment spots were closed for several days, while radio stations broadcast the harrowing details, interspersed with music. ●

A FLOCK of sheep was saved the other day from being mowed down by a fast British electric train, thanks to railman "Eddie" Edwards, who had just come out of the station onto the platform at Kemsing in Kent when he saw the "woollies" headed for the tracks—and a live rail!

"There seemed to be about 100 of them," Eddie recalls. "I suddenly realized that the 15:39 train from Victoria Station, London, was due in a couple of minutes, so I phoned the Oxford Junction signalbox."

The towerman there switched the signal lights to danger and contacted the Swanton powerhouse to get the current turned off. Meanwhile, Eddie ran toward the sheep, about a quarter-mile away.

"By the time I got there," he says, "the power was off and the sheep swarming over the track surrounded me. I grabbed one and shoved it back into the nearest field. That was important. The rest followed quickly—like sheep, you might say. Later I learned from the farmer-owner there were 240 animals, not only 100." ●

AN OFFBEAT article on mass transportation by Robert Rodale, editor and publisher of *Prevention* magazine, Emmaus, Pa. 18049, ap-

1973 Railroad Calendar
by Lyman E. Cox

Featuring 13 Scenic Train Portraits from the U.S. and Canada.

These photos were specially selected for our first calendar, choosing from nearly 1000 pictures from the nation's top professional and amateur photographers. Superbly printed in full color on high grade paper, each picture can be removed from the spiral binding for framing.

Calendar is 12¼" x 13¾", individually packed ready for mailing; they are available in leading hobby shops and railroad museums, or you may order direct from us, $6.00 postage paid.

The supply is limited.

LYMAN E. COX • P.O. BOX 15902 • SACRAMENTO, CAL. 95813

SINCE 1944

peared in a recent issue of the *Long Island Press*, from which we quote:

For years, we've been hearing that the only way to save ourselves from increasing urban congestion is better mass transit. Convince people to leave their cars at home and things will flow smoothly, the planners say. But all the new buses, trains, monorails, and subways in the world may not be enough to keep the cities from choking. New transit lines spur more development, generating more movement and more crowding. Ultimately, we reach a limit to the number of people who can be transported in a given area.

"There is growing evidence that rapid transit may be no more successful than express highways in satisfactorily solving traffic congestion," writes Wilfred Owen in his new book, *The Accessible City*.

If Owen is right and the planners are wrong, we're all going to be in trouble —unless we start walking. What is needed, he says, is a whole new approach to urban design that puts living, shopping, and working facilities all within walking distance. Walking has always been the most reliable and least polluting mode of transit. . .

Daily walks help keep the midriff lean and improve body proportions all around. Many people lose at least a few excess pounds when they walk regularly over a long period . . . A brisk three- or four-mile walk brings a pleasant fatigue of the muscles that can set the stage for mental repose and peaceful sleep. Tensions are drained away, your morale is lifted, and you feel exhilarated. . .

Walk at every opportunity. Every short trip to the store, every around-the-block errand you run in the course of the day is a chance to leave the car behind. See how quickly getting things done on foot can become second nature. . .

But of course, Rodale and Owen, you must admit that for long distances in a big city, legwork couldn't possibly take the place of mass transportation —and that's where rapid transit comes in. When it's too far to walk, forget the family car and ride the rails. ●

BRITISH RAIL'S once-glamorous *Golden Arrow* train is golden no longer. On September 30th it ceased to serve as a link between London and Paris via Dover and the English Channel, having been replaced by a standard intercity train. Gone also is the Sealink's *Arrow* ship *Invicta*, which picked up rail passengers at Dover and ferried them across the Channel for a connection with the French Railways train *Fleche d'Or* at Calais, besides a service in the opposite direction. The French train also has dropped its great name.

Reason for the changes is the new pattern of travel. The number of people requiring Pullman service has declined in recent years, despite the increase in numbers going abroad for holidays. An added advantage is that one BR locomotive is thus released for other duties, as the train is now standard EMU stock.

The other loco-hauled named train, the *Night Ferry*, which is a Wagons-Lits through sleeping-car consist between London, Brussels, and Paris, is still running.

The *Golden Arrow* service was introduced May 15, 1929, by the Southern Railway in conjunction with the French Nord Railway, the Pullman Car Co., and Wagons-Lits. The daily service ran for more than a decade. On September 3, 1939, with the advent of war, it was withdrawn, until 1946. Since then it had run every day except at Christmas. The *Golden Arrow* was the last Pullman train on Southern Region. Its withdrawal followed that of the *Brighton Belle*, taken out of service last April. ●

WASHINGTON'S historic Union Station, now 64 years old, will soon be a gateway for tourists, the National Visitors' Center, as well as the rail terminal for Penn Central and the Chessie System (B&O-C&O). The latter has taken the lead in making the change, reports *Chessie News*, the system's newspaper. In 1968, Congress authorized such a center in the edifice, which is jointly owned by B&O and PC. Due to PC's bankruptcy, the Chessie System is handling the job.

"We now have sole responsibility for the financing and construction," says John W. Hanifin, executive vice president of Chessie and president of B&O's subsidiary Terminal Realty Baltimore Co., "and we are fully committed to getting the new center ready in time for the nation's bicentennial in 1976."

By an agreement with Uncle Sam, the railroads will spend $16 million on this job, including $5 million for remodeling and $11 million for an elevated parking setup. A replacement train terminal also will be built. The lease provides for the National Park Service to pay $3,338,127 a year for using the visitor facilities. There will be a 500-seat theater for showing films on our form of government and national points of interest. ●

CANADIAN NEWS. Epitaph on the tombstone of Albert B. Masters of Kentville, N.S., says he was born June 30, 1853, and accidentally killed by an engine near Glacier Hotel, B.C., on June 17, 1893. Other graves in the same cemetery on the Canadian Pacific mainline at Donald, B.C., are those of Chinese tracklayers and of children killed by a flu epidemic. CPR men who recently built a Columbia River bridge nearby took care not to

STANDARD 8

NOW! All Sunday River films in Standard 8 except 480-483

★2102A **CLOSE TO ZERO** Mid-Winter on the Gettysburg line of the WM Super-8 214 ft. $23.50 Standard 8 193 ft. $21.25

104A **CITY ON CAJON PASS** The City of Los Angeles climbing Cajon Pass in mid-Winter Super-8 160 ft. $17.50 Standard 8 140 ft. $15.50

★8444A **8444 ON SHERMAN HILL** Along the Dent branch and the Harriman Line. Super-8 400 ft. $42.95 Standard 8 365 ft. $38.95

8444C **HOME TO CHEYENNE** Steam on "City of Kansas City" plus turntable & roundhouse Super-8 125 ft. $13.75 Standard 8 112 ft. $12.35

8444D **BLIZZARD ON SHERMAN** 8444 heads into real Winter on the "hill" Super-8 175 ft. $19.95 Standard 8 160 ft. $17.75

★461 **THE COMPLETE SILVERTON** Pacing with track speeder & helicopter Super-8 315 ft. $34.50 Standard 8 280 ft. $30.95

9 **THE COLORADO CENTRAL & THE SOUTH PARK LINE** Freight & pass in Viginia & South Platte Canyons B&W Sup-8 185 ft. $18.50 Standard 8 167 ft. $16.70

484 **FIRST ON CUMBRES** Initial run of the C&T from track speeders Super-8 210 ft. $22.95 Standard 8 190 ft. $20.95

★759A **ON THE WESTERN MARYLAND** Over the hill from Thurmont to Hagerstown Super-8 135 ft. $14.95 Standard 8 122 ft. $13.45

★759BH **ON THE WESTERN MARYLAND** Bridges across the Potomac Gorge Super-8 135 ft. $12.95 Standard 8 123 ft. $11.65

759C **BERKSHIRE AT ITS BEST** 30 RP from Elizabeth to Jim Thorpe on CRRNJ Super-8 230 ft. $24.95 Standard 8 207 ft. $22.75

8 **THE BRIDGTON & HARRISON** #7 & #8 with freight and pass also B&ML in steam B&W Super-8 206 ft. $20.50 Standard 8 184 ft. $18.40

24 **TWO FOOT GAUGE IN MAINE SR&RL** Winter & Summer, freight & Pass also Monson RR B&W Super-8 220 ft. $21.95 Standard 8 200 ft. $19.95

★4501A **IN THE BLUE RIDGE** Blasting over Christianburg Hill on the N&W Super-8 210 ft. $22.95 Standard 8 180 ft. $19.95

★4501B **IN THE BLUE RIDGE** Part II Down the New River Gorge on N&W Super-8 215 ft. $22.95 Standard 8 187 ft. $19.95

★722 & 750 **DOUBLEHEADING IN THE SMOKIES** Storming thru the highest mtns. in the East to Asheville Super-8 230 ft. $25.30 Standard 8 207 ft. $22.75

★6218A **6218 TO LINDSAY** 6218 gallops North in early Spring Super-8 205 ft. $21.95 Standard 8 185 ft. $19.95

★6218C **6218 IN WINTER** To Orillia in mid-Winter plus cab & turntable Super-8 240 ft. $26.50 Standard 8 216 ft. $23.75

1246 **THE CLIMB TO RUTLAND** Crossing the Green Mtns. in Fall Super-8 115 ft. $11.95 Standard 8 100 ft. $10.95

183A **SPIDERWEBS ACROSS THE CHASM** Incredible 5000 ft. drop from Guatemala City to Zacapa Super-8 180 ft. $19.95 Standard 8 165 ft. $18.25

Mass. Res. Add 3% Sales Tax
Add 40¢ on Canadian; 75¢ on foreign orders

Sunday River Productions

Box 565 Concord, Mass. 01742
★Filmed From Helicopters

MONARCHS OF MID-AMERICA

The first big book about Illinois Central passenger service will be ready March 1. Inside its full color covers you'll find 200 pages of basic data with more than 100 photos and 250 car plans. Also locomotive diagrams, train consists, passenger brochures, timetables, tickets, passes and maps. Big section on IC streamliners and lightweight cars.

Order now and save $2.00. After March 1 this book will sell for $9.50. If you order now, the price is only $7.50. (Illinois residents add 5% sales tax.) Order from:

PROTOTYPE PUBLICATIONS
P.O. Box 191, Park Forest, Ill. 60466

RAILROAD STAMP BONANZA

58 beautiful stamps depicting trains and railroad scenes worldwide. Included are complete unused set of 7 from Paraguay featuring man's first attempt at steam travel, also beautifully engraved set of 6 from exotic oriental land featuring development of Japanese locomotives, and complete set of 16 from Belgium featuring locomotives 1835-1939. Many others. A real Bonanza. A stamp treasure that should grow in value with time. Rush $2.00 to Howard Stamp Co., 223 Academy St., Trenton N.J. 08618.

disturb the old burial ground nor the nest of a friendly raven atop the end of a cement pier.

Back in 1950, Bruce Beatty "borrowed" a CPR steam locomotive for a ten-mile run from Banff, B.C., to get beer, reports J. Gardner of Toronto. He was then a loco repair man but is now retired. That night he was thirsty. Local bars were closed and he had a bootlegger friend in Canmore. The problem was, how to get there. A mainline engine, fired up, stood outside the shops. Bruce sneaked into the cab, highballed to Canmore, and returned with a case of "suds." Some difficulty developed en route, so the engine had to be pushed by a scheduled passenger train. Police met her at Banff depot and charged Bruce with theft. In court he pleaded not guilty.

"How come?" asked the judge.

"Well, your honor," he explained, "theft means removal, and that locomotive never went off Canadian Pacific property."

The case was dismissed, but the railway fired Bruce the next morning.

The largest single shipment of European cattle ever destined for ranches across Canada moved out of North Sydney, N.S., the other day aboard a special Canadian National train. Some 340 head, worth an average $10,000 each, were shipped to such points as Joffre, Que.; Brockville, Toronto; Rivers, Man., Saskatoon, Regina, and Calgary, to improve Canadian breeding stock.

The special train included 22 livestock cars and a car for the cowboys who fed and watered the cattle en route. Ed Rabel of Airdrie, Alberta, foreman for the drive west, says the cattle are from stock with up to 400 years of breeding, but he adds:

"I'd feel more at home on my horse driving the cattle than being driven by diesel locomotives. The 3,600 horses pulling the train just don't feel the same."

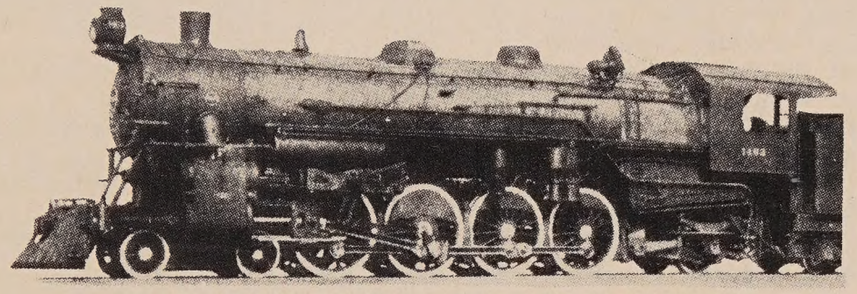
While most railways in North America are retrenching, Canadian Press reports that the government-owned British Columbia Railway acts as if nothing's changed from the boom years of the last century when Canada's first transcontinental railway was built.

Less than a year after a 300-mile extension of steel was completed from Fort St. John to Fort Nelson in the northeastern corner of the province, track gangs were well into construction of a 420-mile section from Fort St. James to Dease Lake in northwestern B.C. Methods have changed, but not much. Thirty-four-foot lengths of rail are still manhandled into place, as well as the creosoted wooden ties. Gandy dancers still knock the rails into place with heavy blows from sledge hammers.

And tons of explosives are being used to blast out the right-of-way where unstable masses of rock shift and crumble along Takla Lake, just as tons of black powder were used to blast through the Rocky Mountains 90 years ago. Swarms of mosquitoes and black flies are the same problem they were then.

The Irish and Chinese who built the Canadian Pacific have been replaced on the BC Railway by Greeks and Indians, Quebecers, Portuguese, and East Indians. But unlike their predecessors, the BCR track gangs have pre-fabricated bunk houses to sleep in at night, with electricity hooked up, and their employer flies them out of the bush for a holiday every few weeks. ●

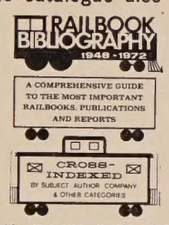
NEW from SPECIALTY PRESS, INC.



1913 BALDWIN
LOCOMOTIVE WORKS CATALOGUE
A QUALITY REPRINT

The 1913 BLW catalogue is almost 100% illustrative and informational material on Baldwin's steam locomotive line. The locomotive illustrations are preceded by several pages of operational characteristics and user information. This is followed by over 100 pages of locomotive illustrations together with accompanying class designation and performance tables. The catalogue closes with order instructions and forms. The catalogue also shows the Baldwin code word system. 128 pages, 9 x 6 inches.

THE BALDWIN LOCOMOTIVE WORKS 1913 Catalogue
Hard Cover $8.00 postpaid; Paperback $5.50 postpaid


RAILBOOK
BIBLIOGRAPHY
1945 - 1972
A COMPREHENSIVE GUIDE TO THE MOST IMPORTANT RAILBOOKS, PUBLICATIONS AND REPORTS
CROSS-INDEXED
BY SUBJECT, AUTHOR, COMPANY & OTHER CATEGORIES

RAIL BOOK BIBLIOGRAPHY
A GUIDE and INDEX

RAIL BOOK BIBLIOGRAPHY is a comprehensive book on railroad books, reports and industry publications issued during the last 25 years. A great many of these publications are still in print and the majority of those not in print may be found in the larger public libraries. RR BIBLIOGRAPHY is an invaluable guide to what is available -whether for pleasure, research, or in seeking new or used books for your collection.

The RAIL BOOK BIBLIOGRAPHY:

Lists all publications covered by major subject.

Briefly describes each publication by title, subject, author, publisher and date, and physical content.

Features extensive cross-indexing under related subject headings for easy reference, and complete author and title indexing. Separate major sections on companies, locomotive, electric railroads, etc., add to this convenience.

RAIL BOOK BIBLIOGRAPHY
Hard Cover $7.50 postpaid; Paperback $5.00 postpaid

Specialty Press, Inc., P. O. Box 2187, Ocean, New Jersey 07712

Specialty Press, Inc., P. O. Box 2187, Ocean, New Jersey 07712

Enclosed find $..... Please send ..... copies RR BIBLIOGRAPHY PB, HC; ..... copies BLW Catalogue HC, PB. R

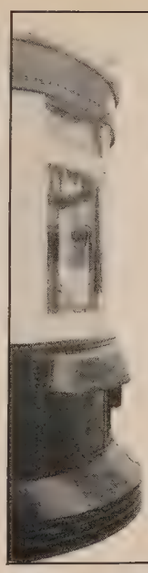
Name .....

Address .....

City .....

State ..... Zip .....

Winter on the East Broad Top at Rock Hill Furnace, Pa. The fellow who has just begun to shovel the snow off the turntable is Dan Fink (Rte. 1, Mt. Morris, N.Y. 14510), who made our November '72 cover photograph.
Photograph by Paul Hepler



LISTEN
TO.....
The Sound of Streetcars
!
A COLLECTOR'S EDITION
Professional Mono 12" LP
$5.45 Postpaid anywhere
For Your Copy or a free brochure Write:
HRN PRODUCTIONS
6 COLBORNE ST.
TORONTO 1, ONT.

DINING CAR SILVERWARE & CHINA
Large assortment of marked silverware from WP, CZ, RI, SR, Erie and DL & W. Marked china from WP, SR & NYNH &H.
FOR DESCRIPTIVE PRICE LIST WRITE:
A & M Sales
P.O. Box 133, Greenlawn, N.Y. 11740

Back Again! Special 32 $5.00
CARS OF SACRAMENTO NORTHERN
112 Pages — Rare Photos
Car Rosters — Car Plans
INTERURBANS
8438 Mountain View Ave., South Gate, CA 90280

VIRGINIA & TRUCKEE RAILWAY original tickets. All stations Virginia-Reno. One ticket or complete set. List 25¢. SASE V & T Restoration Co., Box 2904, Reno, Nevada 89505

PENNSYLVANIA RAILROAD
All Steam! Locomotives 6987, 6743, 4249, 3885, 3843 and I-1's! Hear whistles in the mountains, "wolf calls" at girls, and echoes off the hills. Thrill to 2 double slotted I-1's lifting tonnage with slipping drivers and that nostalgic "in sequence—out of sequence" exhaust rhythm. Record No. 10, 33.3 rpm, 10" long play. New Jacket Design. $4.50 postpaid. Free Literature.
RAILROAD RECORD CLUB
Hawkins, Wisconsin 54530

HQ for BLW Photos!
"A BOON to rail historians, including *Trains*." So says David P. Morgan of the span (1860-1950), depth (8,000 photos), and service of H. L. Broadbelt's original collection of Baldwin Locomotive Works negatives. 100-page alphabetical index: $5 (including six 8 x 10 prints of your choice). Prints: 4 x 7 25c; 8 x 10 50c. If the engine bore a Baldwin plate, we've almost certainly got it — from 0-4-0 saddletankers to Mallets. No wonder D.P.M. acclaims Broadbelt as "*the* Baldwin photo reference." Money back guarantee. No dealers, please; railfans only. Write:
H. L. Broadbelt, 146 Princess Margaret Drive
Newport News, Va. 23602

RAILROAD AUCTION
1000's of Steam & Electric Items sold at "your own price" every year! List FREE!
GRAHAME HARDY
Railroadiana, Box 449
Virginia City, Nev. 89440

They Built Steam Locomotives

THIS information came from E.P. Alexander's book *Iron Horses,* published some years ago. Location and approximate dates in business are listed. Due to meager data on many little-known shops, this list makes no pretense of being complete or perhaps entirely accurate. However, most of the builders that at one time or another who were in existence are included. We welcome corrections or additions to this list.

The following combined in 1901 to form the American Locomotive Co., Schenectady, N.Y.: Brooks Locomotive Works; Cooke Loco. & Machine Works; Dickson Manufacturing Co.; Manchester Loco. Works; Pittsburgh Loco. & Car Works; Rhode Island Loco. Works (International Power Co.); Richmond Loco. Works; Schenectady Loco. Works, and Rogers Loco. Works (Acquired in 1905). Last steam loco, 1949.

Amoskeag Manufacturing Co., Manchester, N.H., 1849-1856.

J.R. Anderson & Co. (Tredegar Works), Richmond, Va., 1852-1854.

R.A. Anderson Machine Co., Richmond, Va., 1853-?

Anderson & Delany (Tredegar Works), Richmond, Va., 1855-1858.

Anderson & Souther, Richmond, Va., 1852-1853.

Appomattox Loco. Works, Petersburg, Va., 1856-?

Aurora Loco. Works (C.C. Olmstead & Co.), Aurora, Ind., 1856-?

M.W. Baldwin (Baldwin Locomotive Works), Baldwin & Vail; Baldwin, Vail & Hufty; Baldwin & Whitney; Baird & Co.; Burnham, Williams & Co.; Burnham, Parry, Williams & Co., etc., at Philadelphia, Pa., then to Eddystone, Pa., 1831. (Last steam loco, 1949.)

Ballardvale Mfg. Co., North Andover, Mass., 1848-1849.

Baltimore Loco. Works, Baltimore, Md., 1868.

David Bell Co., Pittsburgh, Pa. 1866-1871.

Bemis & Co., Springfield, Mass., 1857-?

Blanchard & Kimball, Springfield, Mass., 1854-?

H. & F. Blandy, Zanesville, Ohio, 1852-1858.

H.J. Booth & Co., San Francisco, Calif., 1861-1868.

Boston Loco. Works (see Hinkley & Drury), ?

Seth Boyden, Newark, N.J., 1837-1838.

Breese, Kneeland & Co., Jersey City, N.J., 1852-1857.

James Brooks, Philadelphia, Pa., 1836-?

Brooks Loco. Works, Dunkirk, N.Y., 1869-1901.

Browning, Dunham & Co., New York, N.Y., 1836-1838.

Buffalo Steam Engine Works, Buffalo, N.Y., 1855.

D.J. Burr & Co., Richmond, Va., 1838-1841.

Burr & Ettinger, Richmond, Va., 1852-?

Burr, Pea & Sampson, Richmond, Va., 1846-?

Campbell, Whittier & Co., Cambridgeport, Mass., 1866-?

Chicago Loco. Works (Scoville) Chicago, Ill., 1853-1856.

Cincinnati Loco. Works (Moore & Richardson), Cincinnati, Ohio, 1854-1857.

Jabez Coney, South Boston, Mass., 1848-?

Cold Spring Foundry, Matteawan, N.Y. 184-?

George Coney & Co., Ballardvale, Mass., ?

Cooke Loco. Works, Paterson, N.J., 1882-1901.

Cooper, Clark & Co., Mt. Vernon, Ohio, 1854-?

Corliss, Nightingale Co., Providence, R.L., 1851-?

Stacey Costell, Philadelphia, Pa. 1831-?

Covington Loco. Works, Covington, Ky., 1854-?

Cuyahoga Loco. Works (Cuyahoga Steam Furnace Co.), Cleveland, Ohio, 1850-1856.

Danforth, Cooke & Co., Paterson, N.J., 1852-1865.

Danforth Loco. & Machine Co., Paterson, N.J., 1865-1882.

Davenport Loco. Works, Davenport, Iowa, 1897-?

Davis & Gartner, York, Pa., 1831-?

Dawson & Bailey, Connellsville, Pa., 1879-?

DeGraf & Kendrick, Detroit, Mich., ?

Dennis, Wood & Russell, Auburn, N.Y. ?

Denmead & Son, Baltimore, Md., 1852-1859.

Detroit Loco. Works, Detroit, Mich., 1854-1867.

Dickson Loco. Works, Scranton, Pa., 1858-1901.

D.H. Dotterer & Co., Reading, Pa., 1839-1842.

Thomas Dotterer, Charleston, S.C., 1837-?

Dunbar & Co., New York, N.Y., 1836-?

H.R. Dunham & Co., New York, N.Y., 1836-1838.

Eason & Dotterer, Charleston, S.C., 1833-1838.

Eastwick & Harrison, Philadelphia, Pa., 1839-1842.

Essex Co., Lawrence, Mass., 1850-1852.

Galion Loco. Works, Galion, Ohio, 1856.

Garrett & Eastwick, Philadelphia, Pa., 1836-1838.

Globe Loco. Works (see John Souther) ?

Grant Loco. Works, Paterson, N.J. & Chicago, Ill., 1863-1883.

A. Harkness, Cincinnati, Ohio, 1846-1848.

A. Harkness & Son, Cincinnati, Ohio, 1848-1852.

Harkness & Co., Cincinnati, Ohio, 1847-1849.

Harkness & Sons, Cincinnati, Ohio, 1851-1854.

Harkness, Moore & Co., Cincinnati, Ohio, 1852-1853.

Heyward & Bartlett, Baltimore, Md., 1864-1873.

Hinkley & Drury, Hinkley & Williams, Hinkley Loco. Works, Boston, Mass., 1841-1889.

W.T. James, New York, N.Y., 1831-?

Jersey City Loco. Works, Jersey City, N.J., 1858-1863.

Kirk, Cambridgeport, Mass., 1850-1852.

Lewis Kirk, Reading, Pa., ?-1858.

Kentucky Loco. Works, Louisville, Ky., ?

Lancaster Loco. Works, Lancaster, Pa., 1855-1861.

A. Latham & Co., White River Jct., Vt., 1854-1856.

Lawrence Machine Co., Lawrence, Mass., 1852-1857.

Lima Loco. Works, Lima, Ohio, 1879 (last steam loco, 1949).

Locks & Canals Co. (Proprietors of Locks & Canals on the Merrimac River), Lowell, Mass., 1835-1844.

Long & Norris, Philadelphia, Pa., 1833-?

Louisville Loco. Works, Louisville, Ky., 1871-?

Lowell Machine Shops, Lowell, Mass., 1845-1854.

McClurg, Wade & Co., Pittsburgh, Pa., 1834-1837.

McKay Iron & Loco. Co., Jersey City, N.J., 1869-?

McKay & Aldus Iron Works, East Boston, Mass., 1864-1868.

J. McLeish, Charleston, S.C., 1851-?

McLeish & Smith, Charleston, S.C., 1837-?

Walter McQueen, Albany, N.Y. 1840-?

Manchester Loco. Works, Manchester, N.H., 1856-1901.

William Mason (Mason Machine Works), Taunton, Mass., 1853-1890.

Matfield Mfg. Co., East Bridgewater, Mass., 1854-1857.

Matteawan Machine Co., Fishkill Landing, N.Y. (Beacon) 1849-?

Menominee Loco. Works (Lee & Walton), Milwaukee, Wis., 1852-1857.

Mill Dam Foundry, Boston, Mass., 1834-1835.

E.L. Miller, Charleston, S.C., 1833-1834.

Moore & Richardson (see Cincinnati Loco. Works)

Mt. Savage Loco. Works, Mt. Savage, Md., 1875-1885.

Murray & Hazelhurst, Baltimore, Md., 1854-1857.

Nashville Mfg. Co., Nashville, Tenn., 1852-1853.

National Loco. Works, Connellsville, Pa., 1890-1895.

New Castle Mfg. Co., New Castle, Dela., 1831-1857.

N.J. Loco. & Machine Co., Paterson, N.J., 1845-1863.

N.Y. Loco. Works (see Breese, Kneeland & Co.), Jersey City, N.J., 1852-1857.

N.Y. Loco. Works, Rome, N.Y. 1880-1895.

Niles & Co., Cincinnati, Ohio, 1852-1859.

R. Norris & Son, Philadelphia, Pa., 1853-1868.

E.S. Norris, Schenectady, N.Y., 1849-?

E.S. Norris, Lancaster, Pa. & Schenectady, N.Y., 1864-1867.

William Norris, Philadelphia, Pa., 1835-1853.

Palm & Robertson, St. Louis, Mo., 1853-1858.

Pittsburgh Loco. Works, Pittsburgh, Pa., 1867-1901.

H.K. Porter Co., Pittsburgh, Pa., 1866-?

Portland Loco. Works, Portland, Me., 1848-1907.

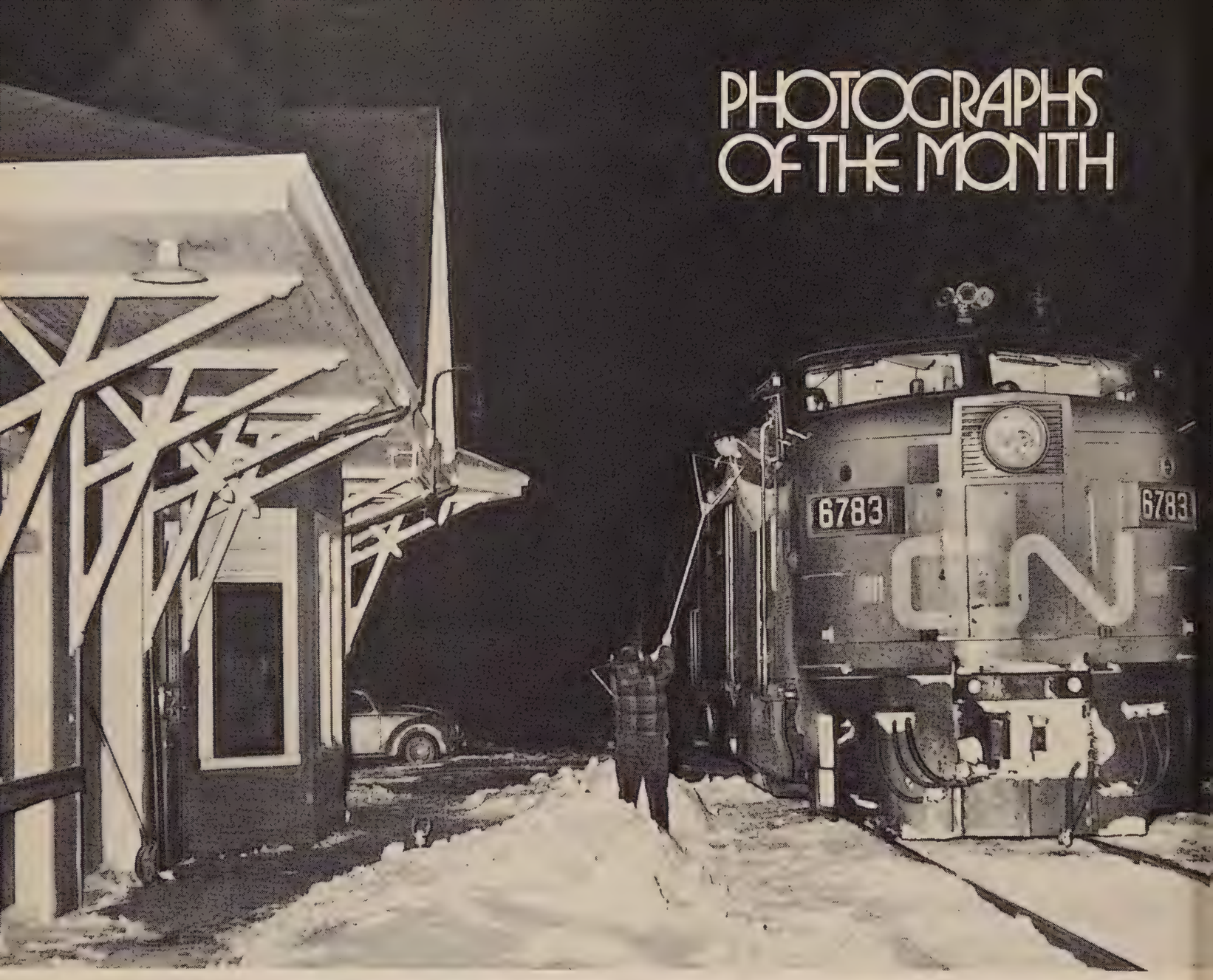
Poughkeepsie Loco. Works, Poughkeepsie, N.Y., 1838-?

Rhode Island Loco. Works, Providence, R.I., 1866-1901.

Otto Kuhler, famed industrial designer, especially of steam locomotives, says that since a loco is known as "she," he calls this etching "Ladies in Waiting" suggesting royalty among engines. The scene or setting is nowhere, nor are the locomotives related to any particular railroad. It is all a product of his fertile imagination. (bottom) Otto at home, 625 Camino Rancheros, Santa Fe, N.M. 87501, with his Russian wolfhound, *Timur*. Mae West had about a dozen of its breed.

Richmond Loco. Works, Richmond, Va., 1886-1901.
Rogers, Ketchum & Grosvenor, Paterson, N.J., 1837-1856.
Rogers Loco. & Machine Works; also Rogers Loco. Works, Paterson, N.J., 1856-1901.
Schenectady Loco. Works, Schenectady, N.Y., 1851-1901.
Coleman Sellers & Son, Philadelphia, Pa., 1836-1841.
H.H. Scoville & Sons, Chicago, Ill., ?
Smith & Perkins, Alexandria, Va., 1851-1857.
R.C.&T. Smith, Alexandria, Va., 1851-?
T.W. Smith, Alexandria, Va., 1837.
John Souther (Globe Works), South Boston, Mass., 1848-1864.
Springfield Car & Engine Co., Springfield, Mass., 1848-1851.
William Swinburne, Paterson, N.J., 1851-1857.
Swinburne, Smith & Co., Paterson, N.J., ?
Talbott & Bros., Richmond, Va., 1849-1852.
Taunton Loco. Works, Taunton, Mass., 1847-1889.
Tredegar Works, Richmond, Va., 1850-186-?.
Trenton Loco. Works, Trenton, N.J., 1853-1857.
Virginia Loco. & Car Mfg. Co., Alexandria, Va., 1856.
Vulcan Iron Works, Wilkes-Barre, Pa., 1848-?
Vulcan Iron Works, San Francisco, Calif., 1862-?
E. Thrasher & Co., Dayton, Ohio, ?
Uriah Wells, Petersburg, Va., 1851-1857.
West Point Foundry, New York, N.Y., 1830-1835.
Seth Wilmarth, Boston, Mass., 1848-1855.
Ross Winans, Baltimore, Md., 1837-1860.
White River Jct. Iron Works, White River Jct., Vt., ?

PHOTOGRAPHS OF THE MONTH



Don't miss it, brother! Canadian National Railways operator at Glencoe, Ont., hands up a "19" order to one of No. 6783's engine crew on Michigan Railroad Club fantrip traveling westbound into wintry night. No date mentioned on photograph.

Ron Piskor, 28148 Alger Ave., Madison Heights, Mich. 48071

Photograph by Ed Wojtas

Christened for the day "Golden Rocket," commemorating fiftieth anniversary of GM's Electro-Motive Div., EMD No. 620 of Rock Island, poses for pix at Chillicothe, Ill. The Railroad Club of Chicago chartered the all-day junket Chicago-Peoria for 250 fans on day in September of 1972.

(left) When Seaboard Coast Line's red, white, and blue U36B 1776 was displayed in Lakeland, Fla., Aug. '71, a colorfully-attired guide was Lynn Morris of Mulberry. (right) American flag decor on Frisco caboose at Springfield, Mo., Aug. '72.
William T. Morgan, P.O. Box 6863, Ft. Myers, Fla. 33902

Painting-doll Nancy Lehn, a secretary in Rock Island's Chicago offices, daubs the symbolic strokes on diesel locomotive at the railroad's 49th Street shops. The loco, 620, oldest in passenger service in the country, was repainted a bright red and gold for Railroad Club of Chicago's trip to Peoria last Sept. 10th.
Ed Wojtas, 602 Parkside Dr., Tinley Park, Ill. 60477

Fireman's view from cab of old Mogul owned by Rail City Museum, near Sandy Creek, N.Y., last summer.
Bob Emerick, 200 South Terrace, Boonton, N.J. 07005

Highballing through Bluefield, W. Va., yards is ex-Southern 2-8-2 No. 4501 heading east over Norfolk & Western Railroad for Roanoke on fantrip in '72.

Ron Piskor, 28148 Alger Ave., Madison Heights, Mich. 48071

Stinson equipment, suspended as much as 200 ft. in the air, contributed to meet a Nov. '72 target date for completion of a $5-million Burlington Northern 4287-foot-long bridge in Spokane, Wash.

Conductor John L. Bishop of the Black River & Western fills out a trip report in combine enroute from Flemington to Ringoes, N.J., one October day in 1971.
Norman R. Seidelmann, 2237 38th St., Pennsauken, N.J. 08110

Eastbound Canadian National Toronto-to-Lindsay seven-car railfan trip north of Sunderland, Ont., January 1962.
Elmer Treloar, 101 California St., Highland Park, Mich. 48203

ON FOREIGN RAILS

"What is all the fuss about a mere locomotive . . ." wonders this cyclist, looking at Italian State's electric E 444-12 in Milan's station last May. Loco capable of exceeding 125 mph is nicknamed "Supertartaruga," or superturtle to you.

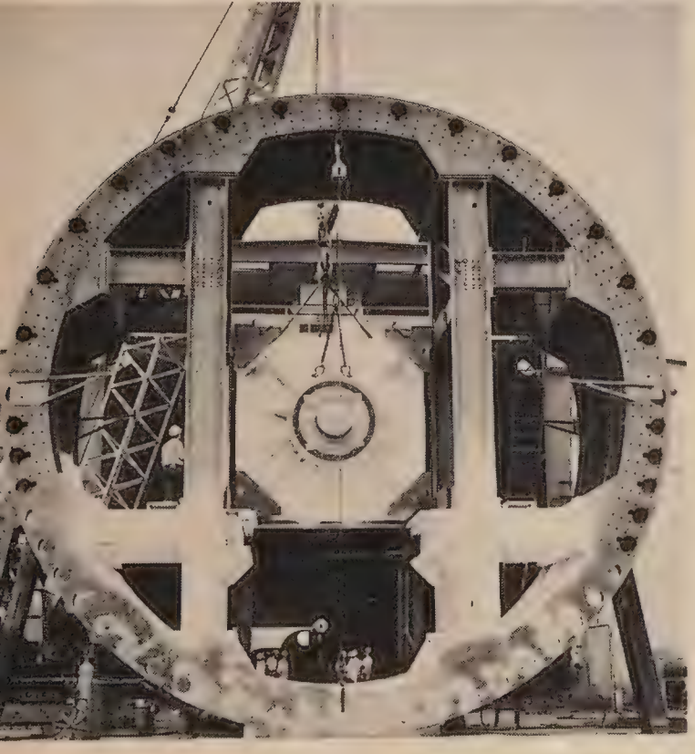
Yves Jault, Vermont 6, 1006 Lausanne, Switzerland

Gary G. Allen, 215½ E. Palmer Ave., Glendale, Calif. 91205

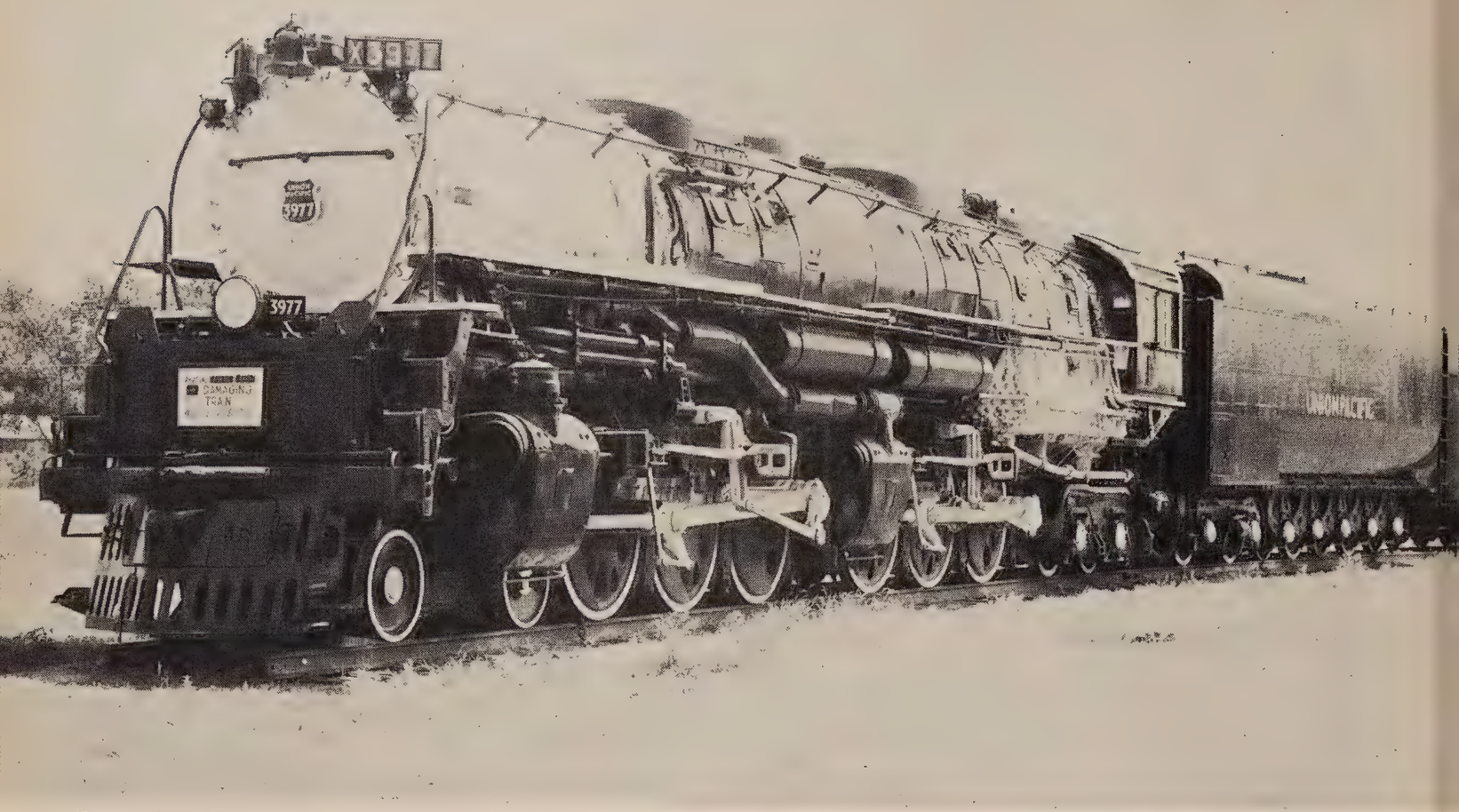
National Railroad of Bolivia depot La Paz, elevation 12,400 feet with 508, ex-No. 2, slumbering under cloudless sky.

Bevy of British queens all but blot out the River Irt on the 15″-gage Ravenglass & Eskdale Ry. on occasion of a visit of contestants in Miss Great Britain competition in '67. In case you are interested note unusual valve-gear on loco.
The Sun, London, England

This "mechanical mole" will be used to bore a railway between Florence and Rome, Italy. Weighing 800 tons, it is the largest tunnel-boring machine ever constructed. It is of Ducommun steel, from Caldwell Div. of Small Internat'l.



Spanish suburbanites leave F.E.V.E. train at Grao Terminal in Valencia. City forms part of rail triangle with Madrid and Barcelona.
R.E. Ruffell, 2 Victoria Villas, Little Sandhurst, NR Camberley, Surrey, England



Donated in Nov. '68, and unprotected by either a roof or a steel fence, Union Pacific Challenger No. 3977 already has a broken headlight. The cab has been broken into and the steam and brake gages have been destroyed. It is surprising that the seat cushions are not knifed. The sign on front once read: "Persons climbing upon or damaging train will be prosecuted." This has been changed to read: "Persons damaging train will be prosecuted," which seems to invite more incidents.
Robert E. Emmett, 2939 West 100th Place, Evergreen Park, Ill. 60642

FORGOTTEN LOCOMOTIVES

by Paul L. Schumann and Robert E. Emmett

ALL OVER North America, isolated steam locomotives with their fires long since dumped and their wheels braked forever are slowly and disconsolately rusting their lives away in parks, museums, and public squares. Some are well protected from the corroding touch of Time and the vandalizing thievery of railfans, but most of them aren't. Far too many veterans of Sherman Hill, the Deep South, Cajon Pass, Lucin Cutoff, the big timber country, and countless other areas are disintegrating on public display. Among the fortunate survivors, many wheel arrangements are missing altogether. Precious few railroads are well represented, though some, including the Santa Fe, the Denver & Rio Grande Western, and the Baltimore & Ohio, deserve more credit than others for preservation of old steam power.

The roll call is still very impressive. One of the famous engines snatched from the wild scramble to destroy is a Burlington 4-6-4, the *Aeolus,* No. 4000. Another is the 999, the New York Central & Hudson River 4-4-0 which set a speed record of 112.5 miles per hour near Batavia, N.Y., on May 10, 1893. That one came to a museum from the railroad's own historical collection. However, the 999 has been rebuilt so much that practically none of the original Eight-wheeler is left except her boiler. The same must be said of another great 4-4-0, the *General,* which made spectacular Civil War news in Georgia more than 100 years ago.

A few of the steamers that stand today on exhibition pulled the first trains on newly chartered railroads in the 1800's. For example, the rightly-named *Pioneer,* a Galena & Chicago Union 4-2-0, that earned a place in history by inaugurating railroad service out of Chicago and was recently presented to the Cheyenne Historical Society by the Chicago & North Western. Her future is assured.

Throughout the annals of steam locomotives for about a century and a half, the inevitable process of replacing old power with new kept recurring like a life-and-death cycle. When engines became outmoded for mechanical or technological reasons, they were either sold to other railroads or scrapped. Almost none of them were saved for posterity to gaze at. Many old girls that today would have historical value, for various reasons, were considered too ordinary at the time their train-hauling usefulness ceased and were cut up. It wasn't logical busi-

ness to keep an outmoded engine, since the value of her metal, when scrapped, served to lower the initial cost of a new one replacing her.

Until about 1950, nearly all the locomotives that survived had been purchased by other roads and, in turn, resold. Many had as many as three previous owners. Take the 2-4-0 *J. W. Bowker*, No. 21. Built for the Virginia & Truckee in 1875, she ended her days with the Hobart Southern, which finally retired the veteran but did not dismantle her. Regarding the 21 as a heritage of old Americana, the HS donated her to the Pacific Coast Chapter of the Railway & Locomotive Historical Society in 1937. By comparable procedures most of the pre-1920 steamers that you can see today avoided being scrapped.

A notable exception to this rule was the B&O solely preserving some of its 19th century coalburners even at a time when scrap metal and spare parts were much in demand. Except for the Jersey Central's 4-4-2 Camelback No. 592 and the Western Maryland's three-truck Shay No. 6, both of which were donated to the B&O Transportation Museum in Baltimore, Md., and because of the C&O-B&O merger, whereby Chesapeake & Ohio Hudson type No. 490 also found refuge in the same museum, all the steam locomotives presently on display in Baltimore have always been owned by the B&O, a unique record.

Some of North America's rarest and best-kept steamers are housed in three great edifices: the B&O Museum; the Smithsonian Institution in Washington, D.C., specifically its Museum of History and Technology, and the Henry Ford Museum in Dearborn, Mich. All three have year-round temperature control and upkeep. A few specimens in other collections are better restored, but nowhere else can you see such a large variety of well-preserved engines standing together indoors as you find in these three museums.

Only recently put on display are such favorites as the Southern Railway 4-6-2 No. 1401 in the Smithsonian; B&O 4-4-0 No. 21, the *William Mason*, at Baltimore, and a Detroit, Toledo & Ironton 4-4-2, No. 45, in the Ford Museum. Thirty years ago the engines kept in big museums were mostly rare ones dating from the 1800's, some of them still privately owned. Around that time the less fortunate engines that were historically significant enough to preserve, though not quite rare, were put on exhibition outdoors, unprotected from the ravages of weather and vandalism. Such veterans came mostly from the Denver & Rio Grande Western, for instance, when they replaced the narrow-gage 1880-era Ten-wheelers and Consolidations with new Mikados in the 1920's.

These vintage engines had enabled the railroads to penetrate the Rocky Mountains and had brought a relatively cheap and easy means of getting ores through to the smelters, bringing prosperity to the region. Because of declining profits and the abandonment of narrow-gage lines in the 1900's, the slim-gage lines almost completely stopped buying new or used steam power. Thus, when the D&RGW did decide to get new engines, there were few buyers for the old ones, most of which were scrapped. However, vintage and historical significance made it worthwhile for a few of them to be preserved, so the Rio Grande donated 4-6-0 No. 168 to Colorado Springs, Colo., in 1938; 4-6-0 No. 169 to Alamosa, Colo., and 2-8-0 No. 223 to Salt Lake City, Utah, in 1941; and 2-8-0 No. 315 to Durango, Colo., in 1950. All were displayed in city parks. The 2-8-0 No. 268 was presented to the Gunnison (Colo.) Pioneer and Historical Society in 1955 for display outside their building. The first steam monuments to appear in city parks in great numbers from any one railroad were Rio Grande narrow-gage types.

During and after the time the first public locomotive monuments were set up, company loco monuments also appeared. A number of switchers which had served industrial plants for many years prior to their retirement were displayed in either city parks or on company grounds. For example, Atlantic Steel's 0-4-0 One-spot, now stilled forever, can be seen at the AS plant in Atlanta, Ga., while No. 50, the Carolina Chemical Corporation's 2-6-0, was donated to the city of Lakeland, Florida.

Retired logging engines also were put on view. Hoerner-Waldorf's 2-6-2 stands outside their mill in Ontonagon, Mich., while Long-Bell Lumber's two-truck Shay No. 5 has been a landmark at Longview, Wash., since 1956. In at least one case a community preserved one of its own engines. No. 6, a 2-6-2 owned by the City of Seattle, Wash., was put on display after being retired from the city-owned Seattle City Light Company. In 1846, Hinkley & Drury built an 0-4-0 switcher for the Machiasport Railroad, and in 1905 this old girl was presented to the University of Maine, where she is now on view.

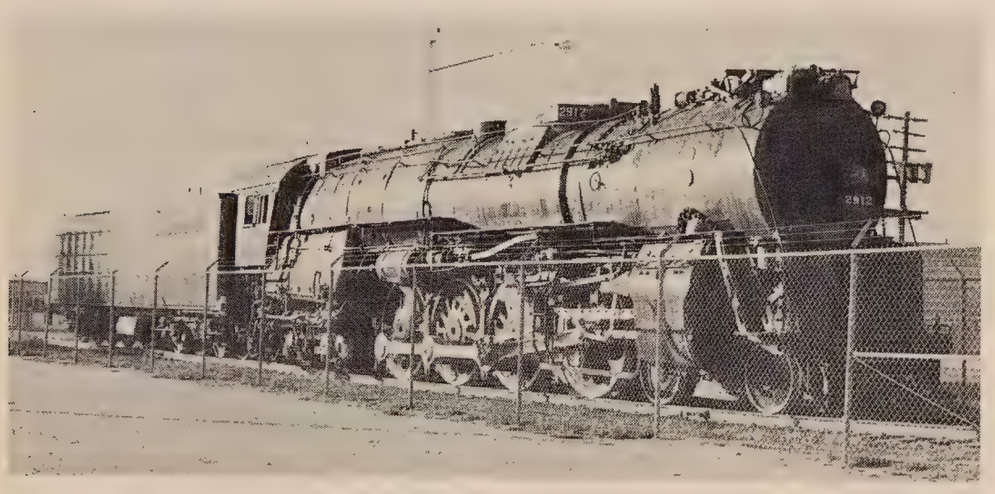
All the steam locomotives could have been scrapped, and most of them were. Even so, hardly any major railroad didn't save at least one of its engines. For this, far-sighted managements must be commended. What they couldn't foresee, however, was the deplorable shape of things to come. When the donating of steamers became common, there had never been such large engines put on display. Well-intentioned city officials were actually pioneering, and they blindly accepted gifts without being aware of the problems involved in maintaining them. Nobody knew then that too often the commemoration plaque would become the locomotive's gravestone. The uninformed caretakers of steam regarded their locomotives as indestructible and therefore forgot about then.

In 1955 the Nickel Plate presented its 624, a 2-8-2 type, class H-6d, to the city of Hammond, Ind., one of the first mainline engines put on display at the beginning of the age of donated locomotives. She was built by Lima in 1922 to the USRA design that had been introduced during a 26-month Government takeover of the nation's railroads (Jan. 1, 1918, to March 1, 1920). In 1934 new high-capacity tenders were coupled onto some NKP Mikados, including the 624. After retirement, the 624 was one of few locos selected to survive and be put on display. Specifically, this donation came about because NKP had enough Berkshires to replace most of its older Mikados. Sixteen years later, due to the city's neglect, the once handsome 624 had rusted hopelesly to the point of being 200 tons of junk! She was one of the forgotten locomotives.

This is the case with almost every engine monument we know of, and something must be done to save them. How can a heritage exist for future generations to enjoy when it is rarely visited except by an occasional vandal? Since most cities are obviously ignoring the problem, the engines can be saved only by concerned railfan groups. This was true of the 624. With the City of Hammond's consent, arrangements were made to begin renovating the 624. On May 22, 1971, a general inspection determined the extent of needed repairs.

(top) Compare Santa Fe Northern 2903 at the Museum of Science and Industry in Chicago, to sister engine 2912 (below) in Pueblo, Colo. Most railfans don't notice that the 2903's jacket is missing and even here there is not a noticeable difference at a glance. The 2903 is a unique monument because the low fence in front of the driving wheels was provided to protect people from being injured by the once slowly-revolving drivers. Both locos are well illuminated.

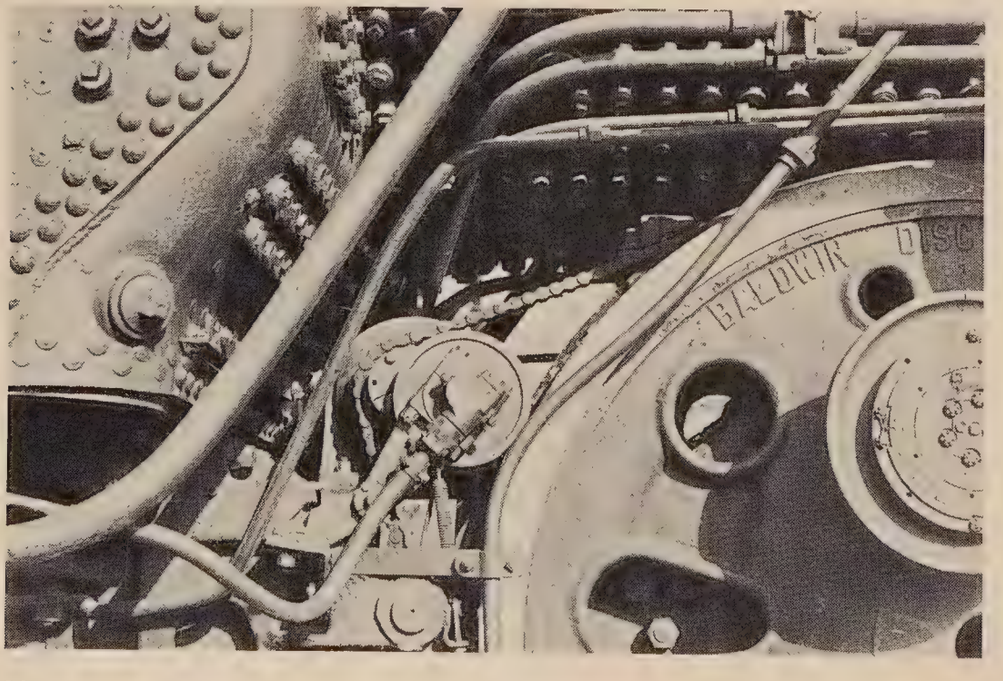
Photograph by Paul L. Schumann



Photograph by Robert E. Emmett

Photograph by Paul L. Schumann

Here is a closeup of the 2903 showing the electric motor which once powered the drivers until an indoor running gear exhibit was installed. Note wear on tire.



Weathering is a major cause of deterioration. Ordinarily, an engine in a high-humidity climate will fall apart faster than one in a dry area. Winter's snow and ice also take a toll. Where water collects and freezes, it expands with a prying action. Tenders usually don't show such weathering because of their large, flat, vertical surfaces. However, their tops suffer from stagnant water corroding the metal. The 624 is in a climate having much rain and snow. After the inspection, it was agreed to work from the top down as a general scheme for scraping, painting, and repairing her.

The boiler jacket was in worse shape than any other part. Usually a jacket corrodes first on an engine because the sheet metal used is generally 22 gage, which is relatively thin. On the 624, with holes in the jacket, the exposure of white lagging made one big mess. Lagging absorbs water like a sponge, which quickly oxidizes the relatively thin jacket. On an operating engine, absorbed water is heated by the boiler and dissipates rapidly; but with a cold boiler on a monument, soaked-up rain water has nowhere to go except to seep downward to the underside of the boiler where it leaks out drop by drop. With water ever present on the underside of the boiler, the jacket bolt-bracket welds on the 624 rusted through and the bottom of the jacket fell onto the drivers.

In time, with the aid of a word-of-mouth campaign plus a newspaper article, the 624 project really began to roll. The first order of business was to do something with what was left of the boiler jacket. This could be accomplished by one of four methods:

(1) By removing any pipes or accessories obstructing the jacket and riveting, welding, or screwing patches over the holes;

(2) By replacing the damaged sheets entirely with new ones, resulting in a better, longer-lasting finished product than the first method, if the damage is not severe;

(3) By removing the entire old jacket and replacing it with a new one when there are many holes all over the jacket or when the holes are large; or

(4) By removing the entire old jacket and simply painting the boiler shell itself black, thus saving time and money that would be required by the other methods.

When you remove more than one sheet, take care to mark their relative positions on the boiler so you can readily find the new sheet positions. An exact method for making new sheets

is to use the old ones as patterns. The exact shape is scribed on a new piece of metal laid on the ground under the old sheet. This way, a perfect fit is attained every time. You could use 20-gage black iron or galvanized iron, but if you adopt the latter it must be treated to take paint. Or try 18-gage aluminum the equivalent thickness of 22-gage sheet metal, although that is more expensive. It, too, should be treated before a final coat of paint is applied to insure an enduring finish.

The longest sheets will vary from 5 to 8 feet and should be 42 inches wide. Since lagging is not needed for a static display, there really isn't much sense to replace it after removal (as in methods 3 and 4, above). In its place you can substitute (in the third method) 2x2" creosoted boards placed latitudinally from cab to smokebox about one foot apart around the boiler shell and held in place by wire bands. By starting at the top with the first piece of wood, the accompanying pieces can be suspended with three equally-spaced ropes holding the boards in position until the bands are secured. This serves two functional purposes:

(1) The wood supports substitute the two-inch thickness of the lagging, retaining the original diameter of the outer shell.
(2) The wood will not absorb water but will allow air to ventilate evaporating water between the jacket and boiler shell.

When the sheets are fastened by screwing, riveting, or welding, the finished product will stand up very well to weather, besides producing a monument closest to the original appearance. The fourth method of repairing a locomotive costs the least. It is also the quickest, easiest, and most durable. You can cut off the jacket with a torch (since it won't be needed to pattern any new sheets with) and shears around the pipes and accessories that otherwise you would have to remove when you apply the new jacket.

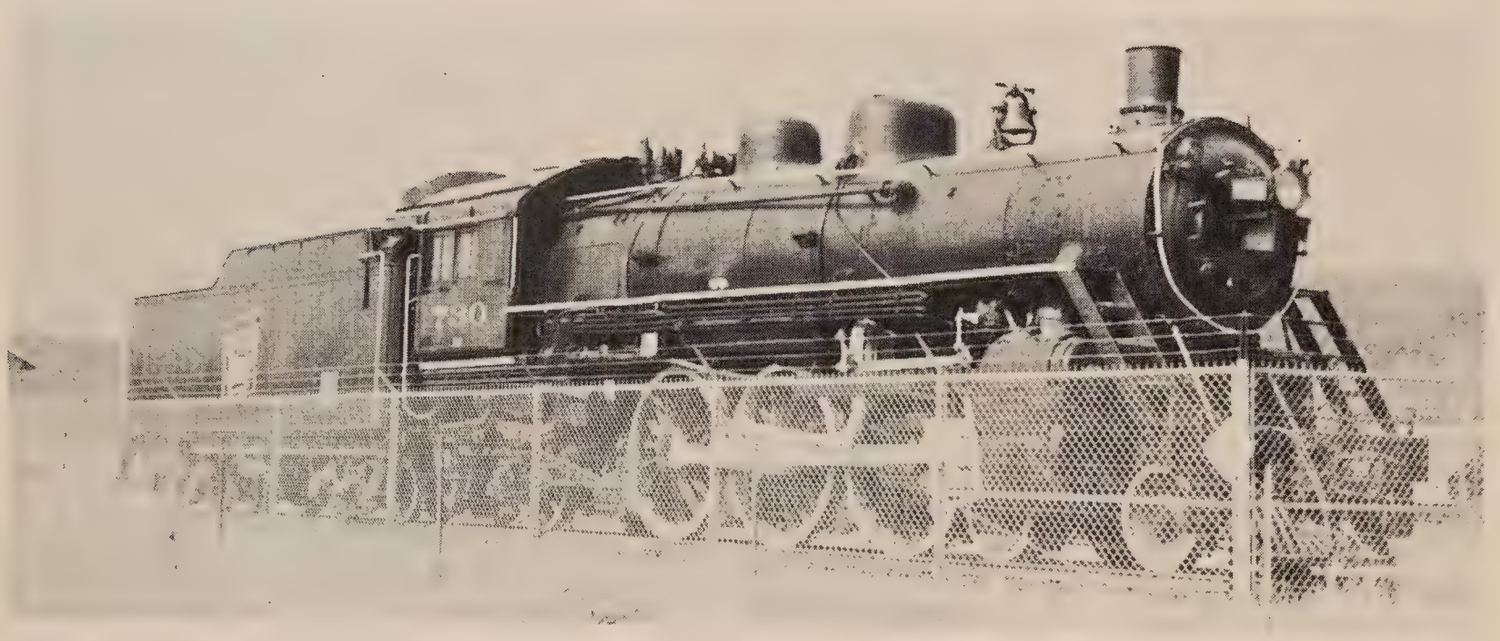
Surprisingly enough, the engine's appearance is almost unchanged, as we are all accustomed to exposed staybolts on the lower part of the firebox, so when the upper ones are exposed they blend right in. Witness Santa Fe Northern type No. 2903 at the Museum of Science and Industry in Chicago, which was renovated by the fourth method. Most railfans probably don't even notice anything is missing. Only by comparing the 2903 with a

Shades of Grenville Dodge! The engineering masterminds of UP's original construction would have searched frantically for a wayward foreman if they had been on hand for this tracklaying program making exhibit space at Cheyenne.
Union Pacific Photograph

Old No. 4, Waynesburg & Washington R.R. narrow-gage loco, being unloaded from a flatcar to a low-boy truck trailer at the Greene County Fairgrounds, Waynesburg, Pa., where it was placed on permanent exhibition under auspices of Greene County Historical Society. The Pennsy, parent company at time, arranged loan.

The only "Big Boy" monument anywhere is in Cheyenne, where 4004 was donated by UP too recently to show any damage.

Robert E. Emmett

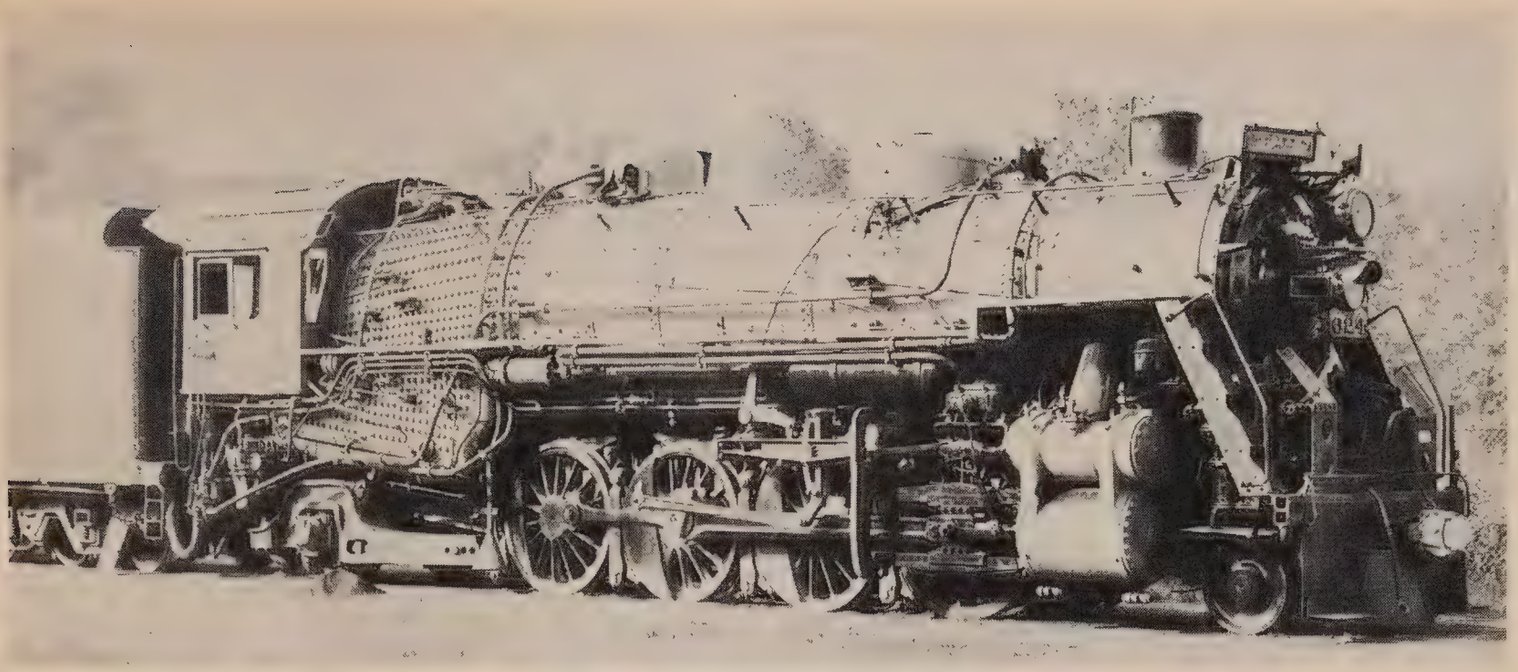


This Soo Line Pacific 730 near Gladstone, Mich., shows the attention all monuments should receive: fence in good repair, glass unbroken, new paint, and jacket in perfect condition. How long before vandals weave their web of damage?

Paul L. Schumann, 10204 S. Utica Ave., Evergreen Park, Ill. 60642

Volunteer workers sprucing up Spokane, Portland & Seattle 539 before she was moved to Esther Short Park, Vancouver, Wash., over ten years ago. Anyone know her present shape? Built by Brooks Works in 1917, loco was formerly NP 1762.

Paul R. Douglas, 112 W. 21st St., Vancouver, Wash. 98660



Aided by "old 624 Restroation Fund," ex-Nickel Plate Mike 624, class H-6d, looks more like her old-time self behind large enclosure at Hammond, Ind. Missing jacket is not noticed at a distance. Mercury-vapor lights illuminate area.
Photograph by Paul L. Schumann

sister locomotive like the 2912, on display in Pueblo, Colo., can you easily detect the missing jacket. Should the jacket ever be replaced as in the third method, the paint will not have been wasted, since it will further hinder corrosion.

Complete removal of the boiler jacket and painting of the boiler shell was decided for the 624, due to the lack of funds needed to fully replace the jacket. Methods 1 and 2 could not be used because the 624's jacket was in such bad condition. The jacket removal was completed in four Saturday work sessions. For most monuments, the boiler shell can be scraped, primed, and final coat of paint applied after removal of the jacket and lagging. However, the 624 had accumulated a layer of rust that would not stand a coat of paint without flaking.

$640,000 was needed for sandblasting that the city was unwilling to finance. So a lot of time and work that should have gone into the engine herself went instead into raising money for the "Old 624 Restoration Fund," set up exclusively to pay for the sandblasting. This fund enabled the 624's boiler to be sandblasted on Sept. 17, 1971. Next day the 624 received the orange primer coat of paint that was necessary just after sandblasting to prevent rust from spoiling the clean, bare, metal surface. Four Saturday work sessions later, the 624 was solid black—roof to rails, coupler to coupler. Then the footboard trim and tires were painted white and the yellow lettering was applied.

When railroads put locos on display to prevent the rods, valve gear, piston rods, crossheads, and guides from corroding they painted them white or silver, which simulated bare metal. Usually, the webs of main, side, and eccentric rods were painted black by railroads.

This was done to the 624. As the glass had been broken out of her, plexiglass was used as a replacement in windows, headlight lenses, number boards, and cab gages. This would help to prevent damage from rock-throwing vandals. Thus the 624 looked exactly like she did when the Nickel Plate donated her (except, of course, for the missing jacket). Finally, the bell's exterior was gilded to simulate bronze and the interior was painted red. The long-gone builder plates were replaced by duplicates made from NKP plates. These have an authentic appearance.

Several things can be done to improve still further a monument's looks. By laying switch ties across and just below the top of the tender's coal hopper and building a framework to support them, you can then place coal in the tender to simulate a full pile. The strong switch ties would hold the weight of the coal and prevent any unsuspecting person from being injured by collapsing the false pile. The headlight, backup light, cab, number board, running board, and marker lights could light up at night, thus adding beauty and a sense of nostalgia.

The 624 is in an area large enough for mercury-vapor lights to be installed on poles to illuminate the entire display, thus deterring vandals from destroying what had required so much work to achieve. Most monuments, however, are in cramped quarters. So, instead, lights could be located on the top bars of the fence, as in NKP Berkshire No. 767 at Fort Wayne, Ind. Usually, a hole or a convenient climbing place in the fence permits vandals to enter and pelt victims with ballast from the section of track the engine is on (or coal from the false pile). So it is important that strong fences be kept in good condition to exclude them.

Locomotives on display were set outside in the first place, exposed to the elements, because no one cared enough to make the money available for a proper indoor exhibit. The cheapest form of cover would be a three-sided, steel-supported, wood or fiberglass building. Maintaining *any* structure, however, is costly. Contrary to what you might think, a locomotive with a restored boiler jacket, if kept behind

The good condition of 624's tender is due to the large, flat, vertical surfaces that don't allow water to collect and rot it out. Note light poles.
Photograph by Robert E. Emmett

a locked fence in good repair, should virtually never deteriorate. That is, if she has continuing minor maintenance such as painting when needed, replacement of glass immediately after being broken, patching of the jacket before it gets too bad, and keeping up the grounds. This would save much time and money in the long run.

The plight of locomotive monuments in general is grave because cities give little thought to it. To make matters worse, apathy seems to have descended upon most railfans—so little or nothing is done. Railfans must assume the cities' obligation. The previous poor condition of the 624 symbolizes what is happening elsewhere today. Unless enough of us take action to preserve them, the forgotten locomotives will perish. The time of the deceased monument is nearer than many people think. A city with a decrepit engine on its hands has five choices:

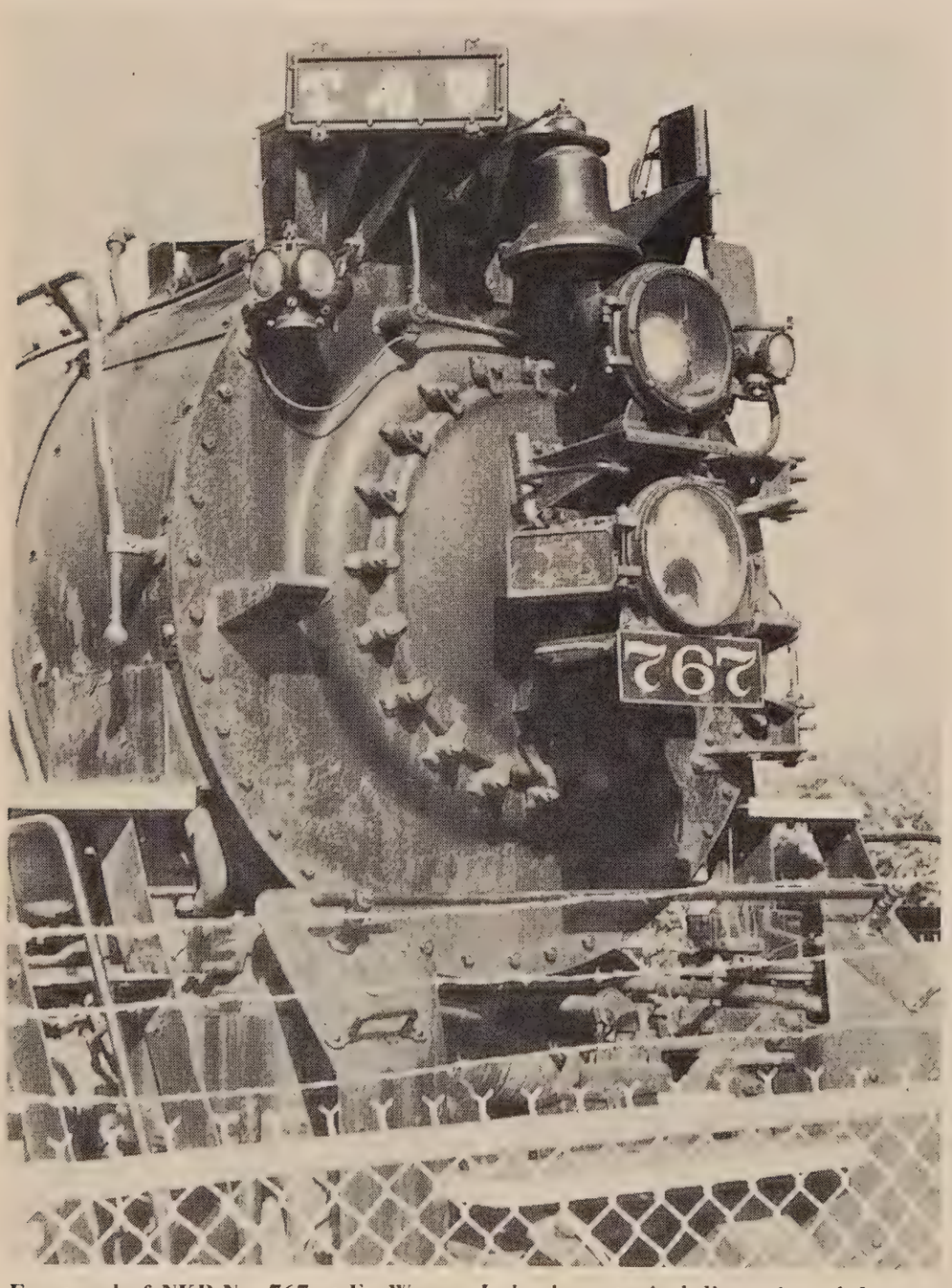
(1) Take their first responsibility to renovate her and then keep her in good repair.
(2) Get a railfan group to care for her.
(3) Donate or sell her to a responsible railroad museum or individual.
(4) Do nothing and hope the problem will miraculously disappear.
(5) The city may scrap her.

Some cities destroy engines through sheer negligence. Inaction seals the doom of a monument. The Texas & Pacific gave their 2-10-4 No. 638 to the City of Dallas, Texas, which let her deteriorate sadly. Finally, in disgust, the T&P put the old iron horse out of her misery, thus killing one of the two remaining examples of that breed. The same fate befell Detroit Edison's 0-6-0 No. 207 and C&O's 2-8-4 No. 2701, and others. Only indifference keeps the most deplorable monuments from being cut up likewise.

One of the worst examples of displaying a once-handsome operating steamer is to set her aside specifically for playground equipment. Such action dooms her to be condemned for public health reasons because of conditions like dangerous broken glass, sharp exposed pieces of metal, and children falling off. Certainly, if the railroads were willing to donate engines worth thousands of dollars as scrap alone, then take the time, the effort, and the money to display them, the city in ownership has an obligation to maintain them.

Most locos were donated between 1955 and '65 and nearly all are falling apart at about the same rate. In four years, unless something is done about it, specimens donated in 1960 will look like the 624 did. Union Pacific's 4-6-6-4 No. 3977 is the only *Challenger* monument in the world. The UP had scheduled the 3977 to be scrapped, but fortunately the City of North Platte, Neb., stepped in and saved her for display. Now the question arises, did they really save her or only slow down the death process? Last used for snow-removal work in 1966, the 3977 was donated in November, 1968. She was final superpower articulated to operate anywhere. Now she stands silent and deserted, already showing three years of weathering. With present trends as a guide, it will be sad to see one of the only two remaining *Challengers* slowly die.

Should a city ever decide to dispose of an engine, the cost to move her to a new location would be prohibitive; hence the likelihood of scrapping her on the spot. Too many of our locomotives have been forgotten. Future generations will not be able to enjoy them unless the right decisions are made before the caretakers of steam choose the scrap heap. In what condition will our monuments be thirty years from now, without the maintenance they deserve? Will there be any locos at all left on display? Will any ever be put back to work? ●



Front end of NKP No. 767 at Ft. Wayne, Ind., shows typical disrepair and damage.
Photograph by Paul L. Schumann

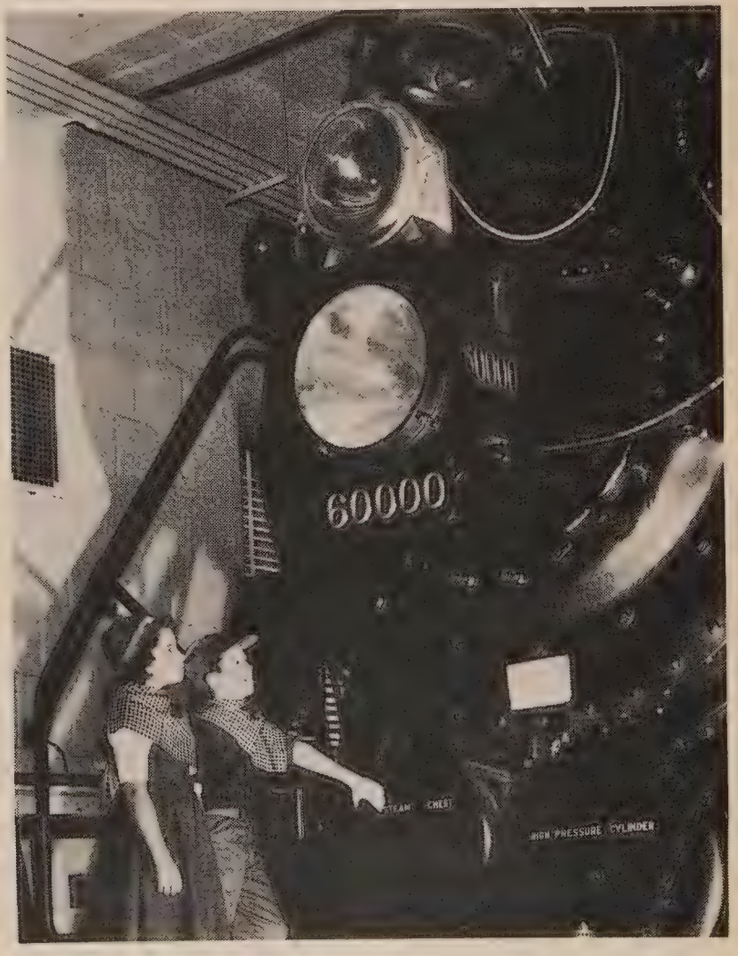
Great Northern Railway Photograph

Kids Like to Play Around Old Steamers on Display

Harold A. Smith, Box 3068, Grand Central Sta., New York, N.Y. 10017

The Franklin Institute, Philadelphia, Pa.

(above) Some kids observe and learn while others appear bent on damaging any and all objects of public interest. Great Northern elderly Ten-wheeler 1246 doesn't mind this group at Woodland Park, Seattle, Wash. (below left) Vicki Olson, Hawkins, Wis., and Buffy Tetu, St. Paul, Minn., pose with Northern Pacific 4-6-2 2156 on display at Como Park, St. Paul. (below right) Two junior engineers enjoy view of 60,000 on permanent display at Franklin Institute, Philadelphia.



INTERESTING RAILFANS No. 121

WILLIAM J. PURDIE, JR.

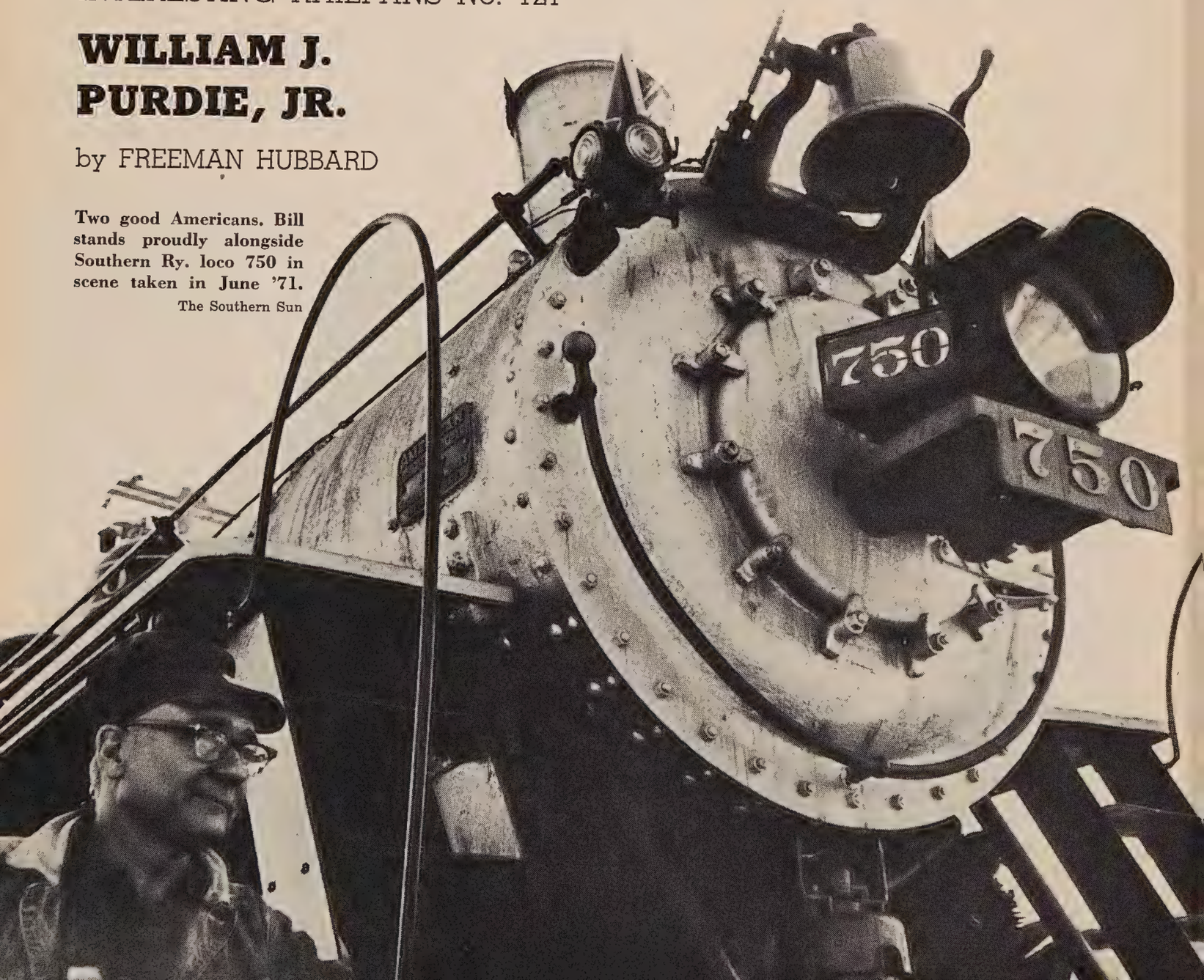
by FREEMAN HUBBARD

ONE of the luckiest railfans we know of is William J. Purdie, Jr., whose occupation and hobby are identical. In other words, he draws a regular salary for having fun. Bill is on the payroll of the Southern Railway as master mechanic, steam, for the entire system. For him, in a way, this is a perpetual vacation because it is doing what he enjoys most. When you get right down to it, though, Bill Purdie's job is hard work and long hours; but it's the kind of work he loves and he puts in overtime from choice, so what else would you want? Many fans, like Mike Eagleson, envy his good fortune.

No. 121 was born of Scotch ancestry in Newark, N.J., on April 5, 1915, exactly 29 years after Congress set up the Interstate Commerce Commission to regulate the railroads. His father was a machinist. When America's involvement in World War I created a big demand for rail labor to speed up military traffic, the Purdie family moved down to Atlanta, Ga., so that Bill's father could hire out to the Southern as a machinist at the South (now Pegram) Shops.

On Feb. 2, 1936, Bill also went into those shops, as a machinist helper. Previously, he had graduated from high school and was employed for a while by a company which treated railroad crossties with a preservative to lengthen their usefulness. In 1941 the youth became a journeyman machinist and helped to repair and rebuild Southern steam locomotives until the diesel era. His promotion to roundhouse foreman made Jan. 5, 1952, a gold-letter day on his calendar.

With such a background, it was inevitable that Bill should be a railfan as well as a railroad man. He grew up



Two good Americans. Bill stands proudly alongside Southern Ry. loco 750 in scene taken in June '71.
The Southern Sun

near two mainlines and often paused to gaze at a busy Central of Georgia yard on his way to and from school. His father talked shop, of course, and the lad read just about all the rail literature he could find. But aside from an occasional shop picture, he rarely took railroad photographs, although steam power has obsessed him from as far back as he can remember.

The shining rails of the Central of Georgia ran past his high school. One term he attended a class held in the front part of the building at the time when a daily passenger train roared by. Naturally, Bill made a practice of looking out the window. His teacher warned that if he didn't stop that she'd send him to the principal. Years later, while talking with that man, Bill mentioned the teacher's threat. The older fellow grinned. He, too, was a railfan.

"If she had done so," he said, "I would have watched the train with you."

In high school days Bill became interested in aviation also. He built a glider. It crashed on its first launching attempt, hurling the boy down a 60-foot embankment and injuring his left knee. Eventually, as an adult, he held a private airplane pilot's license. He remembers flying to northern Georgia to inspect a Southern engine, No. 4873, whose boiler had blown up on Mt. Airy. After flying around it a few times he headed home. Later, as a machinist, he rebuilt the 4873 at Pegram Shops.

Romance dawned when he met Sara Elizabeth Fries, slim and blue-eyed, on a double date. Sara came from a railroading family, her father and three uncles having rail service records. One bright Sunday afternoon she and Bill were out with another young couple. They came to a single-tracked Southern Railway trestle, about 80 feet high in the middle and 300 feet long. Bill suggested that they walk across it.

Sara shook her pretty head. "Oh, no; a train might come along while we're on it."

"Impossible," her boy-friend said. "No. 54 isn't due for another hour."

But after the four reckless adventurers had walked slightly more than halfway across they were suddenly terrified to hear a train whistle.

Bill turned pale. "My gosh," he cried, "I forgot about No. 2!"

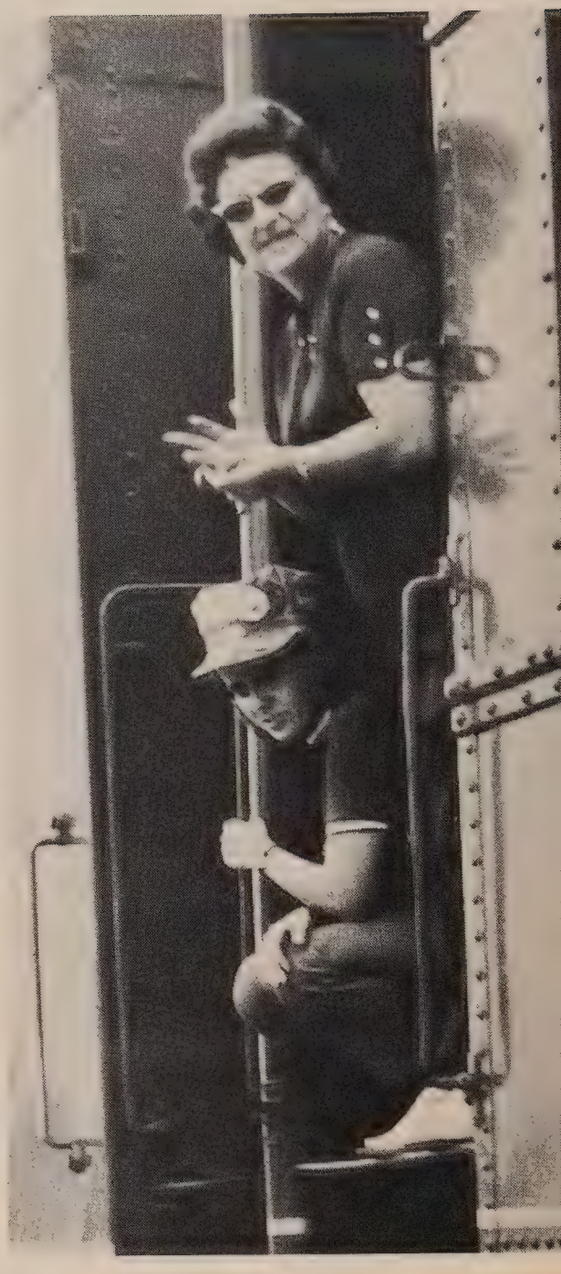
The boys grabbed their girls' hands and all four ran toward the nearest end of the trestle in the face of the fast-coming train, while the hogger blew his whistle furiously. They barely managed to jump off the track onto the embankment, which was low at that point, as the train thundered by, shaking the trestle.

"We even felt the heat from the firebox," Sara recalls with a shudder. "That poor engineer must have been sure he was going to kill four stupid kids. Needless to say, I have never since been on a railroad trestle except aboard a train."

Bill married Sara on June 30, 1941, after completing his shop apprenticeship. They live in a suburban home at 2589 Pine Needle Ct., East Point, Ga. 30344, and have two sons: William, 3rd, a Georgia Tech graduate, age 25, and Donald, 16. The father taught them basic mechanics. Another important member of the family is Major, a tan crossbreed cocker spaniel and boxer, age six.

"For our first Christmas," Sara remembers, "I gave Bill a tinplate electric train set. Coming home one night, I found all the Christmas lights on, but no others. 'Bill' I cried; and he answered me rather sheepishly from under the dining-room table. My husband had bought more track, including switches, and had strung it over a considerable portion of two rooms. He was quite contented."

Time marched on. Bill and his first son built and operated a Lionel layout that covered the entire attic. Today it is stored in the basement where Railfan No. 121, when time permits, is



(top) His wife, Sara, follows excursion with him and a friend, Mrs. Mary Lee Langley, at Union, S.C. (bottom) Son Donald gets expert teacher on how to shim rod collar on locomotive No. 750.

Photographs by Al Langley, Jr.

(left) Bill Purdie, Southern Railway master mechanic, steam, working on loco 722's smokebox door, in road's Birmingham shops. (right) Bill mounts new pilot on S&A 750 4-6-2 in North Avenue coach yard in Atlanta, Ga., on April 17, 1966.

Jim Singleton, Jr., 5617-6th Court S., Birmingham, Ala. 35212

James G. Bogle, 1749 Dyson Drive N.E., Atlanta, Ga. 30307

Photograph by James G. Bogle

W. Graham Clayton, Jr., President of Southern, and Bill Purdie with "Dogwood Special," Gainesville, Ga., in 1972.

Our hero shown setting safety valves on 750 before trip.

Al Langley, Jr., Rte. 1, Box 64A, North Augusta, S.C. 29841

constructing an HO gage empire with Don's help. They do welding, drilling, etc., in the basement workshop.

Meanwhile, Bill and Sara had joined the Atlanta Chapter of the National Railway Historical Society in its first year. Elected president of it, Bill is now serving his fifth term. Under his guidance the group has converted a 12-acre wooded tract into the Southeastern Railway Museum, fenced, graded, and with tracks laid. This took time, money, labor, and sweat. About 20 of the chapter's 50-odd railroad cars and engines are now on the property. Several years ago Bill journeyed to Charleston, S.C., to help organize an NRHS group there. He addressed 40 or so people on behalf of the movement while showing them fantrip movies. That launched the Charleston Chapter.

Mrs. Marian Walters of Johns Island, S.C., whose husband owns a small steamer, is grateful to Bill for helping him to restore this engine and advising him on its care and operation.

"Bill's only weakness that I know of," she says, "is that he just can't say no when asked to do anything. It is not unusual to see him working on a steam locomotive long after most people have retired for the night, to insure her proper performance on a trip the following day."

When the S&A gave the Atlanta group No. 750, Bill began helping to maintain her on his off days. He and other members removed her flues without knowing if, when, or where they'd ever get replacements. The Southern solved this problem by supplying new flues. On Jan. 1, 1968, while the 750 was being reflued in the Southern Iron & Equipment Co. shop, our hero received his appointment as master mechanic, steam.

W. Graham Claytor, the Southern's president, recalls how he first met Bill. "It was back in July '65," he writes, "on the first run of what has since become the Atlanta Chapter's annual 'Georgia Peach Special,' hauled by No. 750. I was then the Southern's relatively new vice president, law, and was greatly interested in developing steam-powered excursions. On the way back to Atlanta I climbed onto the tender and joined a gentleman in the doghouse. We introduced ourselves. He was Bill Purdie, a roundhouse foreman assigned to keep an expert mechanical eye on the 750 on this trip. He did this so well that, later on, when the Southern set up a regular program of steam excursions with its own locomotives as well as those we'd given to online NRHS chapters, we made Bill master mechanic in charge of steam power and other historical equipment on the whole system. Incidentally, we both enjoyed that particular trip very much indeed, and when we climbed down in Atlanta we both looked as if we had been cutting coal!"

Southern No. 4501 at Atlanta in 1967.
Photograph by James G. Bogle

The locos under Bill's loving care are 2-8-0's 722 and 630, 2-8-2 No. 4501, the Atlanta NRHS 750 (ex-Savannah & Atlanta, ex-Florida and East Coast 4-6-2), and a full-size operable but inactive replica of the pioneer *Best Friend of Charleston*. Nobody else has such a position on any major road. Bill has two offices: his Atlanta headquarters and a cubbyhole in the Birmingham Shops which make heavy repairs. Eight or nine months a year he is on the road, riding steam engines, supervising repairs, driving, flying, or whatever else it takes to keep them rolling. The old girls are in such good shape that an engine failure is rare indeed.

No Southern steam excursion rolls without the presence of Bill Purdie.

"On many trips," No. 121 states, "my wife and son Don go along with me. Sara is a railfan in her own right. Besides being president of our chapter's Ladies Auxiliary, she handles such details as luggage, car rentals, clean clothes, motels, helping me to remember appointments, and sometimes taking down the marker lights from one end of a train and inserting them in brackets on the opposite end. Don also is a big help. Among other volunteer duties he lubricates, shoots rods, and fires engines. Possibly he knows more about a steam loco's inner workings than any other boy his age. He aims to work for the Southern."

Mrs. Purdie naturally is concerned when her husband has to be out on the running board of an engine in motion. One day she was seated on the cushions about six coaches back when their train rounding a curve gave her a perfect view of Bill getting out of the cab for a routine check. She quickly sent Don forward. The boy yelled at his dad. Bill called back, "What's the matter, son?" and Don replied, "Mamma says for you to stay inside the engine."

Jim Sims, chairman of the locomotive advisory committee of the North Alabama Railroad Club at Huntsville, regards Bill as "the kind of man who makes you want to work for him." The club's excursion coordinator, Hugh J. Dudley, writes: "Bill provided the leadership and instructions for restoring our No. 77 to operating condition. He is soft-spoken, considerate, and witty, and sometimes glows with optimism in the darkest moments.

"One Saturday morning last May, while he and his wife and Don were riding with us, we had the misfortune to blow the packing in 77's left valve, but somehow Bill managed to bring our train in nearly on time. Several hours later it became apparent that the engine couldn't pull the excursion we had scheduled for the next day. This was a real crisis. At Bill's suggestion, we persuaded the Southern to supply a diesel. Since we had advertised a steam trip, a dozen ticket-holders demanded—and were given—their money back; but at the same time we sold almost three dozen new fares to loyal fans, and we had a fine excursion."

Bill is a bit short of six feet tall, has amiable blue eyes and thinning gray hair, and weighs about 180. He strides through the world like a man who knows where he is going. While at work on steam engines he does not seem to mind long hours nor hard, dirty work. But after he quits for the day he is very meticulous about cleaning up and dressing in his Sunday best. Conservative garb is one of his foibles, and politically he is a middle-of-the-roader.

Now and then he writes a column, "From the Cab," for his chapter's monthly newsletter, *The Hot Box*, edited by George Weber; and other NRHS chapters throughout the country are eager to have him as a speaker, but Bill is usually too busy for extracurricular activities.

His health is quite good and he appears to have a vast reserve fund of

Donald and his parents, in rear of their home, admire recently acquired bell.

nervous energy. Always on the go, he never catches up with the scores of things he wants to do. As new situations arise he makes quick decisions, calmly. But when he considers a problem in life too big for him to handle alone, he seeks Divine guidance. He has served East Point Presbyterian Church in his suburban home town as Sunday school superintendent, deacon, and elder. He's a type you can trust. Solid, like a rock. Too active doing things to worry over past mistakes.

When Alan Pegler (who is now unhappily facing bankruptcy) brought the *Flying Scotsman* to North America some time ago, Bill went to Boston to install a dynamo and headlight on the train so it could operate here. At that time he made friends with several members of her British crew and he still corresponds with some of them.

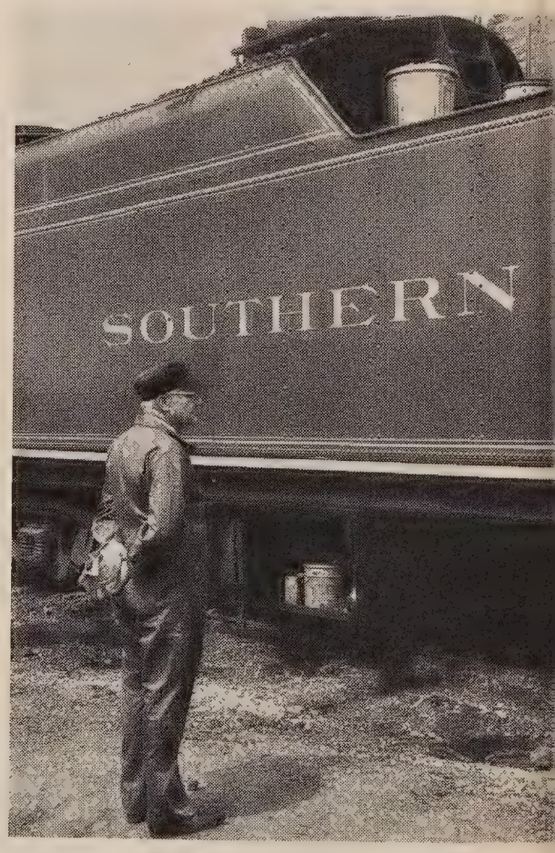
Bill's mail is heavy. (It *may* be even heavier after this article comes out; but we hope not, for his sake.) He gets letters from groups planning to build rail museums, from fans asking what changes should be made in certain engines to enable them to run better or how their valves should be set, etc., and from fellows wanting to buy a steamer and inquiring if the price is too high or would he please drop by, if possible, to look her over (which in a few instances he has done). He also hears from people who seek lost railroading relatives, regarding jobs, and enthusing over steam rides and urging the Southern to get back into a regular steam passenger business.

His personal collection of railroadiana includes steam whistles, headlights, oil cans, other hardware, Lionel and American Flyer trains and catalogs dating back to 1930, and photos mostly of Southern engines and fantrips contributed by friends. His railroad library keeps expanding. He consults it while repairing or operating steam power. He also likes to read books about famous people, history, geography, and the sea. Near the end of World War II he was a ship engineer with the U.S. Merchant Marine.

Says Al Langley of North Augusta, S.C.: "Bill is a walking cyclopedia of valve gear, injectors, and other steam appurtenances. He has helped to develop such special aides as coal-loaders and auxiliary tanks to service steamers in the diesel age, in the absence of coaling towers and water plugs. Today, of course, no army of hostlers, boilermakers, blacksmiths, and the like descend on these locos and maintain them. But Bill Purdie is there. I've seen him on the job in wee hours of morning, long before the fans arrive, preparing an engine for their cameras. And when all the films are used up, the tape recorders put away, and the engine-chasers gone, you can still find Purdie, splotched with soot, oil, and grease, taking care of his charges. How he manages to avoid dropping from exhaustion I don't know. He must have a strong physique. During the summer and early fall, scarcely a week goes by without a Southern steam excursion."

Yes, the steam program is growing. As Bill puts it: "We carry thousands of passengers a year. Last summer the 4501 alone traveled over 4,000 miles! From the cab, I observe the joy on young and old faces as we race through their town, make station stops, or give occasional cab rides. I enjoy the work. We get good publicity and I'm sure we make many friends for the rail industry. Often press, TV, and radio reporters interview me on steam trips.

"In September, 1970, we took the 4501 to Moundsville, W.Va., to help make a movie called 'Fool's Parade,' starring Jimmie Stewart and Ann Baxter. I was there ten days, an experience I'll never forget. Columbia Pictures hired me to fire the loco. I also had a speaking part (four words), for which I received one day's pay as an extra. Later, Sara and I attended the movie's premiere and reception in Atlanta."●



Wonder what Bill Purdie is thinking?
Photograph by Al Langley, Jr.

Trackside in the Diesel Age:

LITTLE-KNOWN LOCO BUILDERS

by ELLIOTT KAHN

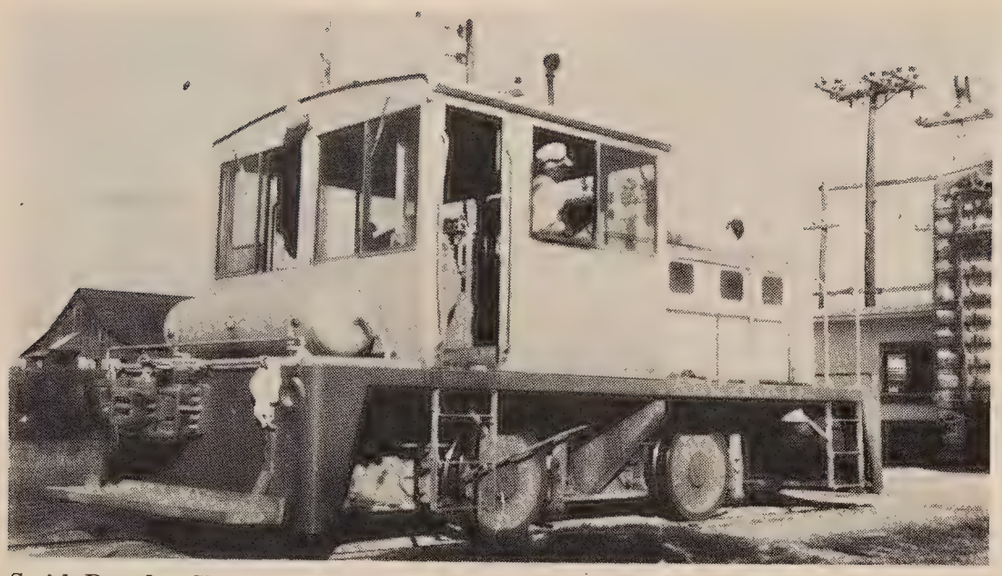
WHILE most of us are familiar with the "big three" diesel locomotive builders in the United States, many other old diesel loco plants are still extant, aside from those now gone or merged into other firms. Just about all of the last steam builders in this land also turned out diesels at one time or another. The big three included Baldwin, American (later Alco Products), and Lima. There was even a Lima diesel before that Ohio firm was merged into what became Baldwin-Lima-Hamilton.

All three produced diesels, but were upset by that little builder of "doodlebugs," Electromotive Corp., which really hit big time when giant General Motors bought and absorbed it and the old Winton Engine Co. in the early 1930's. Winton used to be one of the nation's top automobile makers. Located in Cleveland, Ohio, around the turn of the century, it turned out its last auto in 1924; then it switched to marine motors, still later developing power for the first EMC diesels.

The thirties had other little loco works also—companies more important than Electromotive—which built diesels as well as steamers. Some of their diesels ended up on large common carriers. Included were such well-known firms as Davenport Besler Corp., in Iowa, and H. K. Porter Co., which still builds massive machinery in Pittsburgh, Pa. Both have been active for a long time and, in the 1950's, both sold their locomotive business to Canadian Locomotive Co. of Kingston, Ontario, which for years supplied parts for old units. Some of you Vietnam War veterans may have seen Davenport diesels operating in South Vietnam or Thailand.

Both companies also sold a few units to American railroads; but like most lesser known lines, their big market was the numerous industrial operations around the nation, which remains the market of these little-known firms still functioning. Even today, perhaps 10,000 to 15,000 diesel units operate on industrial lines. This compares not un-

Milwaukee commuter train at Chicago. Road, with six others, seeks area transit authority.
Chicago Transit Authority



Smith-Douglas Chemical Plymouth MDT at Coronet, Fla., on November 26, 1968.
Elliott Kahn, 58 Verbena Street, Clearwater Beach, Fla. 33515

favorably in number with the 27,000 or so on the large railroads. Davenport, which built hundreds of steam engines for overseas during World War II, also outshopped a varied line of diesels, including some up to 2,000 hp that were sold to Thailand State Ry. Most diesels built for American use were much smaller, many having only four wheels. A few Davenport models still run on common carriers within the U.S., but are rare indeed. Offhand, I recall one on the Tulsa-Sapulpa Union in Oklahoma that used to work for the Frisco, a 44-ton unit. Davenports once graced the Santa Fe and Missouri Pacific rosters, likewise with 44-ton models.

Porter sold herds of steam engines over the years but never did very well in the diesel market, although the MP once had a 44-ton Porter on its roster, while a 30-ton four-wheeler formerly worked in New York City in the Bronx Yards of Jersey Central.

Vulcan Iron Works, located in Wilkes-Barre, Pa., is another oldtime steam-power builder that first manufactured gasoline-powered small units and later diesels. Some Vulcan gas units appeared over 40 years ago. They had much the same appearance as those built 20 years later, sometimes with diesel power. Big, heavy, widely-spaced vertical bars were placed in front of radiator openings and spoked wheels. These units had one or two sand domes atop the hood and, like steam engines, often had a smokestack at the front end of the hood. In mid-'40's, Vulcan came out with a copy of General Electric's 44-ton model, at least one of which is still used on a common carrier and resembles the GE unit so much that you have to see the builder's tag to know whose product she really is. The Louisiana Eastern, a minor gravel carrier, has such a unit, originally built for the U.S. Navy. Like Davenport and Porter, Vulcan's motive power business was sold to Canadian Locomotive. Strangely enough, probably the largest Vulcan locomotives ever built—also about the last ones—were not diesels but steamers. I refer to the 88 Decapods (2-10-0) with "daylight" shrouds over the boiler top. Vulcan built them for the Turkish State Ry. in 1948.

Perhaps the best-known and largest of the now-departed small loco builders of the steam era was a firm dating from about World War I. It built only internal-combustion power. I mean the Whitcomb Locomotive Works, a firm bought by Baldwin in about 1930. Its plant was located near New Rochelle, Ill., a long way from Baldwin's Pennsylvania plants. In 1955 it was merged into Baldwin-Lima-Hamilton, but you can still see its gas- and diesel-powered units on common carriers and industrial lines. Incidentally, the very last Baldwin diesel ever built was a modified Whitcomb design.

Whitcomb was best known for its small four-wheel units, though it built a great many eight-wheelers too. Perhaps most of the diesels bought by the U.S. Government during World War II were Whitcombs, especially the heavy 65- to 68-ton models of 550-hp rating. Some of these still grace various industrial and short line rosters. They were quite distinctive with a center cab and with long sloping hoods at each end, hoods that also slanted like an "A frame" from the front as well.

Like its parent Baldwin, Whitcomb always built custom power too. It produced road freight diesels even before the famous FT of Electromotive hit the rails for its Santa Fe owners. Whitcomb built some 800-hp units, which the Texas Mexican Ry. used in permanently connected MU pairs in 1939. These box-cab units were slightly more powerful than the prior switchers, also Whitcomb-built. They led the Texas Mexican to claim it was the first line-haul road to be fully dieselized. (However, even before that, some switching lines in the New York City area were all diesel: the Bush Terminal, for example, by 1931.) Actually, TM had been all diesel on many days, operating only its seven Whitcomb units, but steam power was kept as standby and used on occasions as needed, the last time being about 1947. These early units had 4 closely-spaced axles.

Whitcomb's largest units were 1,000-hp end-cab design, looking somewhat like General Electric's 70-ton model. Among their last power was a similar-looking unit weighing 75 tons; 17 of these served the Rock Island for years, being scrapped fairly recently. Whitcomb also sold the Rock Island some 44-ton units. Such power likewise was evident on such lines as the Santa Fe, the Frisco, the Milwaukee, the Missouri Pacific, and the Chicago, Minneapolis, St. Paul & Omaha (50-ton units on the Omaha road). No. 1 of the Ann Arbor also was such a Whitcomb. Probably all these units are gone by now. The last 44-tonner I saw was in Florida early in 1972 was No. 44 on the Marianna & Blountstown.

Up in Wisconsin, a small tourist and freight road, the Laona & Northern, is still using an ex-Government Whitcomb of 65 tons as well as a 45-ton Vulcan. Most of those engines are on industrial operations, though. They total several hundred units, comprising many models.

Numerous small manufacturers of diesels are still in business. One, for example, is Brookville, located in Brookville, Pa. This firm makes mostly small four-wheel units. I don't know of many still used. They may be described as miniscule units with extremely low hoods, small motors, and towering cabs.

Another very old firm is Atlas Car & Mfg. Co., located in the area of Cleve-

land, Ohio. Its specialty is custom-designed power, especially for the coal and steel industries. A few of their diesels have run on common carriers. One is probably still on the little Warwick Ry. in Rhode Island. Large roads using Atlas units include the Baltimore & Ohio and Norfolk & Western, but don't expect to see them on the main line. Just about all are a rare narrow gage, 42 inches. Yes, my friends, the N&W and B&O operate slim-gage tracks today. N&W even had narrow-gage steam power within the last 20 years or so.

Usually Atlas units are electric rather than diesel, though some of latter exist too. All operate around ports where coal is loaded into ships, and are locomotives of the so-called side-pusher or end-pusher type. The former run on rails alongside standard-gage track. A heavy bar jutting out at one side pushes the hopper or gondola without coupling. The end-pusher travels on rails between the standard-gage track, shoving a car toward the coal chute. Since these tracks usually are on steep grades, the car rolls back by itself.

Downstate in Ohio is probably the most important of all the smaller locomotive firms and it has been in business since 1914. I mean the Fate-Root-Heath Co., which names its product after its home town, Plymouth, in Ohio. Plymouth makes a wide variety of diesel switchers, including units from three tons in weight up to good-sized eight-wheelers of 120 tons.

They have mechanical and diesel electric drive systems. Also something that you may have thought was not made in the U.S. until the coming of the Krauss-Maffei units from Germany 11 years ago, namely, the hydraulic drive. Plymouth engines with this feature were available in the early 1950's and still are.

Plymouth has built over 8,000 locos, many of which may be seen today over most of North America and elsewhere. On occasion, Plymouths have shown up on some major roads, although few, if any, are on such rosters today. Missouri Pacific once had a gasoline-powered unit or two, using them on its subsidiary, the New Orleans & Lower Coast at Belle Chasse, La., where Seatrains formerly docked. Since the Seatrain operation was largely a shuttle of cars between Cuba and the U.S., this operation ended shortly after the Castro takeover in 1959, putting an almost-new diesel hydraulic, No. 3003, out of work.

You can still spot Plymouths on many lines. These include four-, six-, and eight-wheelers. Like all other firms mentioned in this article, Plymouth made many models. Its Mine-O-Motive series, manufactured for use underground, run in size from 3 to 50 tons and are usually cabless, with a low profile hood in front of the engineer's seat. The 50-ton unit is one in which several men can sit down in a well section in the center of the eight-wheeler. Furthermore, Plymouth turns out a Coke transfer unit which looks like a two-story loco and is completely armoured, all of its machinery, as well as one side of the second-story cab, being sealed in.

Plymouth also builds more conventional engines. The type you see most often has an old-fashioned-looking rectangular hood, with a straight radiator grill and an overhanging square cab fastened on back of the unit. The small 8- to 12-ton models are the D series, while the 14- to 20-ton models, which usually have a large slanting exhaust stack in front of the cab, are J's. Motors used in these units read like the who's who of dieseldom, with motors from such firms as Caterpillar, General Motors, Cummins, and Hercules. All are built today with hydraulic drive, though many older units have mechanical drive. Some 30- and 35-ton models were built in this design years ago. Now the 25- to 40-ton units have a more modern appearance, with a new grill and cab streamlined from the back. Four-wheel units are M series, while six-wheelers of the same general weight are W's.

The new center-cab units in the CR series are often quite rakish, with canted inward hood grills at each end, though some are built with straight-line hoods too. These are the largest ones. Plymouth turns out some tandem units designed to operate back to back in MU operation, normally from M or W series.

Other firms also still build locomotives. I have no complete list, but I might mention Allis-Chalmers, Jeffrey, and Rogers Bros. Additional firms which in the past built locos may include Adamson, in Birmingham, Ala., which to my knowledge used only Ford truck gasoline motors but may have built a diesel loco also. Le Roi, which still makes diesels, once built locos too and may still do so on order. Midwest, another builder, produced only a few units, years ago, some for the Burlington. The shipbuilder Ingalls made only one unit, now gone, that burnished the rails of the Gulf, Mobile & Ohio.

Canada has a few diesel builders, while the National Railways of Mexico turned out several units of their own as well as variations like a chopped-nose Baldwin. One thing for sure, you'd better forget the old canard that all diesels look alike. ●

Men at work. A portion of Alco's diesel-engine assembly line, Schenectady, N.Y.

STEVE MAGUIRE'S

TRANSIT TOPICS

GONE are the last vestiges of the historic Indianapolis Traction Terminal at 110 North Illinois Street. Only a landscaped lot now occupies the site of the great old building which, along with an adjoining trainshed, was for many years and into the thirties the home office of the rail lines fanning out in all directions during the heyday of electric interurban service. At one time 12 different routes entered and left the Terminal, which was razed last summer. Back in 1969 its trainshed was demolished and shipped to Noblesville, Ind., where the new Indiana Museum of Transport and Communications is being set up. According to James Prokes, 7850 S. Kenneth St., Chicago, Ill. 60652, the Indiana Blue Cross-Blue Shield owns the now-empty site.

Glory days of Indianapolis Traction Terminal with great shed and heavy interurbans. Some dozen different lines funnelled into station area.
Collection of Stephen D. Maguire

TRIUMPHANTLY, the New York boroughs of Manhattan and Queens were linked to each other underground on October 11th in a ceremony which symbolized the finish of the job of tunneling under the East River for the 63rd Street subway link and the Long Island Rail Road. In the presence of city and state officials and reporters, all wearing the hardhats of "sand hogs" (construction workers), a final burst of dynamite cleared the rocks under Manhattan, enabling the men to walk underground between the two boroughs.

The $69.5 million tunnel is expected to be ready for trains by 1976, but regular service is not likely to start through the tunnel for some time thereafter. The "holing through" celebration took place 95 feet under Welfare Island, where a subway station will be located when the system is complete. A band, dressed in hardhats and white paper coveralls, played from an improvised bandstand on top of some beams.

This is an engineering masterpiece — the first tunnel ever designed to handle two different rail systems on separate levels. It is also a symbol of the dedication and hard work of more than 1,000 construction workers employed on the project at one time or another. But most of all, it marks a major continuing step in the effort to upgrade mass transportation by rail.

To complete the tunnel, workers must still blast 235 feet westward through rock formation under 63rd Street and perform final concrete work. After that is completed, presumably in April, only three months behind schedule, bids will be let for the laying of tracks, installation of signals, and other jobs.

MASSACHUSETTS BAY Transportation Authority celebrated two anniversaries on September 1st: (1) the opening of Boston's first underground line 75 years ago, then known as the Tremont Street Subway, and (2) the South Shore rapid transit line's first extension, which was to Quincy, Mass. Background material on the Tremont Street line comes from A. H. Dean, 2 Pine Tree Rd., Holden, Mass. 01520.

That subway was built to relieve the congestion caused by hundreds of trolley cars. Its main section extended along the east side of Boston Common. Underground tracks ran from Park Square, Broadway, and Haymarket Square. The speed and economy with which the 1.6 mile subway was built seem a marvel of efficiency compared to the long delays and cost escalations in present-day transportation projects.

In 1891, the Legislature appointed a Rapid Transit Commission to study the problems of rapid transit in Boston and in 1894, after 51 public hearings, it named a Board of Subway Commissioners with authority to build the Tremont Street line. Work began in 1895. During construction, 910 bodies were dug up from cemeteries along the route and buried elsewhere. Although many businessmen objected to the "low class" of laborers used on the subway project, the work continued and the main section was opened on Sept. 1, 1897. Around that time, the Legislature authorized connections between the tunnel and tracks of the then newly incorporated Boston Elevated Railway Company.

Photograph by Robert Redden

Carrying familiar yellow colors, ex-Connecticut Co. 303, built by Brill in 1901 for New Haven operation, can now be seen in perfect restoration at the Seashore Electric Ry., Kennebunksort, Me. Trolleyfans ride all day for $1.

New silver and black air-conditioned six-car Chicago Transit Authority train helps CTA celebrate 25-years of operation.
Chicago Transit Authority photograph

ANOTHER anniversary—this one on October 2nd—marked Chicago Transit Authority's 25th year as an operating company. By way of celebration, a six-car train of freshly silver-painted rapid transit cars was placed in service on the west-south (Lake-Dan Ryan) route. They introduced new silver and black styling to identify CTA's growing fleet of air-conditioned rapid transit equipment. The six cars are part of a lot of 180 built in 1964, Chicago's first air-conditioned cars, all due for repainting now. Originally they were mint green and Alpine white. Repainted silver cars are now entering service at the rate of two to four a week.

With their modern styling, the fleet of 1964-model cars will resemble the 100 new rapid transit cars, a scale model of which has just been unveiled. The new ones are being bought as part of CTA's $122 million capital renewal program and are scheduled for delivery in 1974. An additional group of 150 stainless steel cars, built in 1969-'70, also will receive the black band around windows as time and paint shop capacity permits, bringing the silver and black styling to 430 cars—more than a third of CTA's rapid transit fleet.

CTA recently improved night time security measures on its north-south rapid transit route. After 7 p.m. on Mondays through Saturdays, trains stop at all stations rather than the A, B skip-stop service previously employed. Train lengths have been reduced from four cars to two, and intervals between arriving trains will be shortened by two minutes.

"The all-stop service feature cuts waiting time for trains at the A and B stops," says Mike Cafferty, CTA chairman. "Also, the improved frequency of trains reduces waiting time for trains at all stations. For example, where we had trains operating at 7½ to 8-minute intervals from 9 p.m. to midnight, the intervals between trains are now 5½ to 6 minutes."

The decrease in train lengths puts riders in closer proximity to crew members and other passengers.

"The safety of passengers has top priority in our operations," Cafferty explains. "We feel that by making these changes, we are aiding the Chicago Police Department in the patroling of our facilities."

The City of Chicago recently received a $148,000 Federal grant to study and devise more ways to protect rapid transit riders from pickpockets, knife-wielders, gunmen, rapists, and muggers at train stations. Among the measures being considered are closed-circuit television systems in subway stations, better lighting for subway and elevated stations, improved communications systems between the stations and police, and new protective devices for the ticket agent booths. All of these would help to prevent crime.

Changing the subject, have you ever observed signs saying, "Carry fire cans today," that are posted occasionally on the Chicago elevated lines? This matter was called to our attention by SSgt. Charles Swem, Box 59, GF AFB, N.D. 58201. The signs remind motormen to take along cans of water on their trains for use in dousing fires that occur now and then on the old wooden ties and el structures in summer time and in the early fall.

SADLY we report the demise of Harry L. Magee, founder of the Magee Trolley Museum line at Bloomsburg, Pa. In view of his death shortly after the line being badly damaged by hurricane Agnes, we wonder what will happen to the operation. Will some reader tell us?

IOWA TERMINAL RR., the former Mason City & Clear Lake electric line, is likely to fold up this winter. Unhappily, little freight business is

The longest sections of aerial routes on the BART System are on the "A" line. Here, for one continuous stretch of 16 miles, Oakland to Union City, BART takes riders 20 to 30 feet over open countryside and city streets. Old hat to kids.

left along the line to Clear Lake. So you can expect the few Mason City switching chores that remain to be absorbed by a major railroad company. When and if this occurs, it will terminate electric railway operation in Iowa.

One trolley museum line in the state still runs at Mt. Pleasant, but only once a year for the annual get-together of the Midwest Settlers and Threshers Association. This point is on the route of the Midwest Central, a narrow-gage steam railroad that also runs in the area but only on each Labor Day week-end. The trolley line now includes the last Waterloo, Cedar Falls & Northern passenger car, city car No. 381, ex-Knoxville, Tenn. This oldtimer formerly stood in a Waterloo park, but due to lack of care it was removed and given to the museum, where it joined a Southern Iowa car, a Chicago, Aurora & Elgin interurban car, and an unrestored open car from Rio de Janeiro. We hope that some day arrangements can be made for the museum operations at Mt. Pleasant to run regularly all summer.

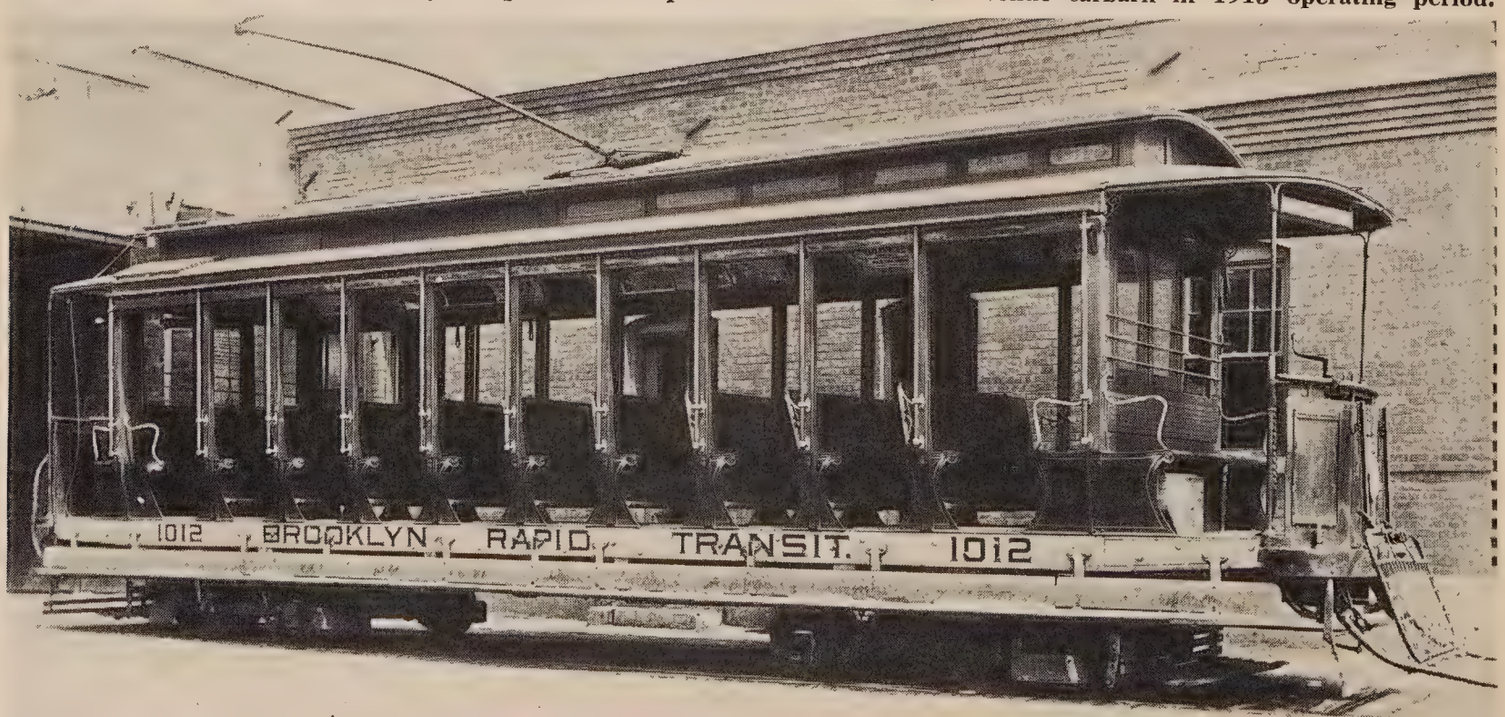
DETROIT STREET RAILWAYS have eliminated the last electric railway operation at their Highland Park Shops, according to Dick Vartabedian, 16575 Whitcomb St., Detroit, Mich. 48235. This is because the shops' steam-heating plant is shut down, and the motor that used to haul coal cars from an interchange with the Detroit Terminal Railroad is no longer needed. The service had been provided by express motor X-1981 and recently by an unnumbered motor brought in from the Shoemaker Shops. With this change, all electric rail operations in the Detroit area are ended.

THE CITY FATHERS of Houston, Texas, are considering the possibility of developing a $1.45 billion rapid transit system designed ultimately to serve a multi-county area. This project, if adopted, could be worked out in two stages. The first stage would provide a 40-mile rapid transit network including a two-mile downtown subway at an estimated cost of $795 million. The city could apply for a Federal grant to cover two-thirds of this cost. The second stage would add 41 miles to the surface system at an estimated cost of $655 million. A similar Federal grant also could be sought.

This information comes from Marvin L. Sutherland of Houston, who also reports details of a TACV (Tracked Air Cushion Vehicle) installation which has been proposed by the U.S. Department of Transportation as a high speed mass transit system between

Collection of Harry P. Albrecht, 40 Wilson Ave., Clifton Heights, Pa. 19018

Flatbush trolley memories. Brooklyn Rapid Transit open car outside of 9th Avenue carbarn in 1915 operating period.



Dallas-Fort Worth and the new D-FW Airport. The details came from Vought Aeronautics Co.

Vought was one of two companies selected by the DOT as winners in a competition to design a TACV and build a full-scale mockup under a Federal grant.

The design information representing Vought's concept of a TACV system describes an aerodynamically styled, high-speed vehicle capable of being propelled over a thin cushion of air in a "U" shaped guideway by a linear induction electric motor.

Vought's TAC vehicle resembles an aluminum, wingless, tailless airplane, seating 60 passengers four abreast in 15 rows of large seats.

BLACK MESA RR., the 60,000-volt AC coal-hauler that we mentioned several months ago, is being built in northern Arizona, with grading of the right-of-way now in progress, so says *Trolley Fare*, monthly bulletin of the Arden Trolley Museum, P.O. Box 832, Pittsburgh, Pa. 15230. It is expected to be in service in two years.

HIGHWAYS vs. mass transit is an increasingly vital national problem. At stake are the billions of dollars poured each year into the Federal highway trust fund, and the lobbying in Washington, D.C., for that money is intense. The *Asbury Park* (N.J.) *Press* says:

At a time when we are being strangled by highways with their cars and trucks and horrendous traffic jams make travel an exasperating experience, we are confronted with the possibility that the highway trust fund, now nearing the end of its legitimate purposes, may go on endlessly creating little-needed ribbons of concrete and macadam across the face of the land.

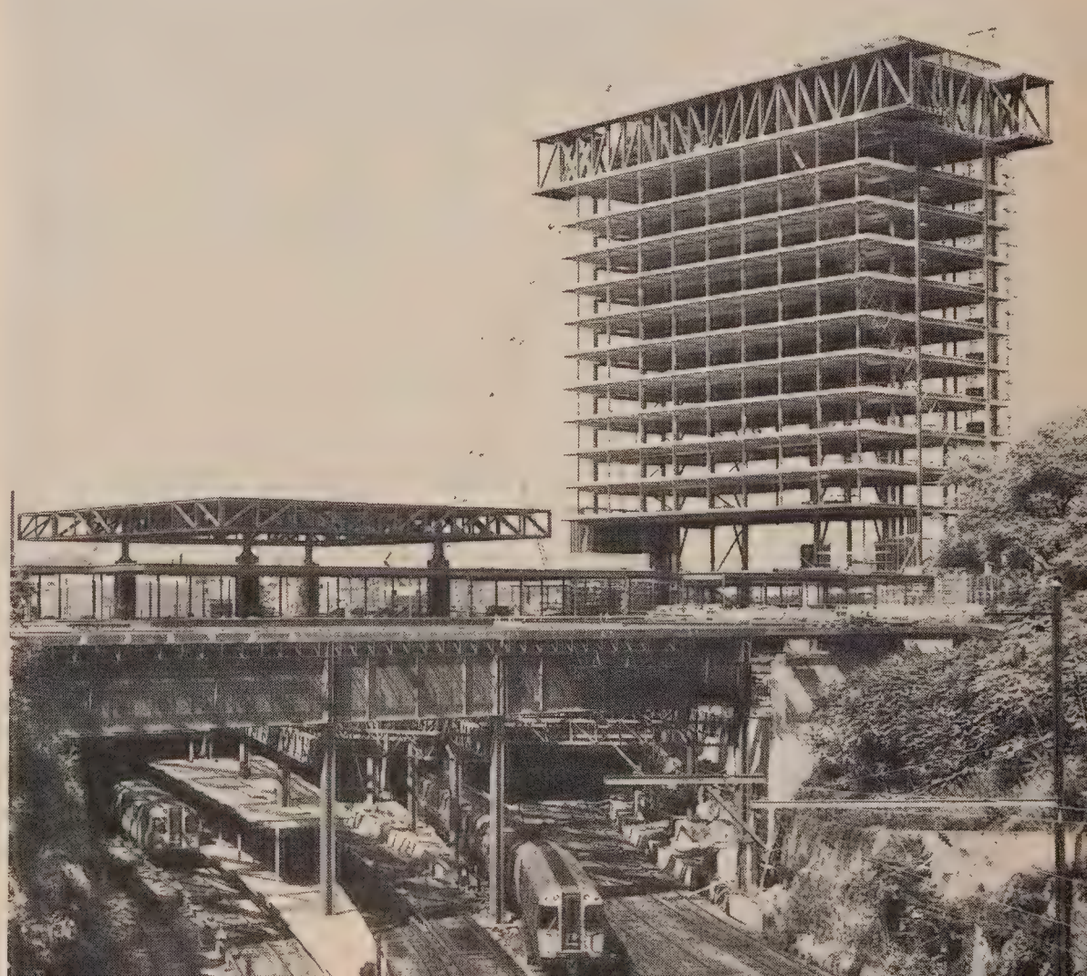
The highway trust fund is a special part of the Federal budget that is financed by taxes on gasoline, tire rubber, and trucking tonnage. The revenues from those taxes, more than $5 billion a year, can be spent only on highways unless the Senate makes a wise decision to allow part of this money to be spent on mass transportation. Mass transit will tend to reduce congestion on the highways being built through the fund and we hope the Senate takes this into consideration and votes for the change.

ABANDONMENT of tramway lines at Bendigo, Victoria, has left Australia with only two operating street railways, writes Paul Nicholson, 33 Broughton Rd., Surrey Hills, Victoria 3127; Australia. The Melbourne system uses 650 trams on its 130 miles of track and happily has no plans for folding up. In fact, the Melbourne & Metropolitan Tramways Board is pressing the state government for money to enable it to buy 100 new

Sylvan setting in Hiawatha country. Minnesota Transportation Museum car runs on north leg of Como-Harriet line, Lake Harriet, South Minneapolis, in 1972.
Paul M. Joyce, 334 9th Ave. N., Hopkins, Minn. 55343

Bethlehem Steel Corporation photograph

Rising above PATH tracks in Jersey City, N.J., is the steel frame for the new Journal Square Transportation Center. The Port of New York and New Jersey Authority says the $80-million terminal will provide "vastly improved rail and bus passenger service for 74,000 commuters daily" with six-level passenger facility.



European-type trams. The other remaining line is at Adelaide, where a six-mile route serves suburban Glenelg with multiple-unit tramcars.

With the Bendigo system gone and the previous shutdown of a small system in nearby Ballarat comes news that much equipment may be preserved from both systems. The Ballarat Tramway Preservation Society, formed in 1971 when abandonment of that city's system was near, is now building a carbarn to house six Bendigo trams which will run on a mile of track of the former tramway line at Wendouree Parade. Included in the new museum roster are four single-truckers and two double-trucked cars with maximum-traction trucks. The society is the largest of its kind in Australia, having 325 members. Further details may be had from Paul Nicholson.

The Noisiest Subways

EXCEPT for Philadelphia and Boston, New York has the world's noisiest subways—"noisiest stations, trains, high-speed express runs, and screeching curves"—according to a study just released by the Polytechnic Institute of Brooklyn, New York City, while the quietest underground systems are those in Paris, Montreal, Berlin, Hamburg, and Toronto.

Even so, the situation is expected to get better. In Chicago, 752 new subway cars for the New York City system are on the drawing boards at a cost of over $200-million and they are expected to be quieter.

New Publications

Did you know that 'Mickey Rooney's' real name was Joe Yule, Jr., and he changed it to the one he is currently using on occasional TV films because of Fontaine Fox, creator of the Toonerville Trolley cartoons? This episode is told in the introduction to a new book, *Fontaine Fox's Toonerville Trolley*. The book is a compilation of the Fox cartoons, 184 pages, 8½"x11", with hard cover, available for $9.95 from Charles Scribner's Sons, 597 Fifth Avenue, New York, N.Y. 10017, or from the *Railroad Magazine* Book Service at 5 percent discount.

Many oldtimers followed the syndicated Toonerville cartoons in daily and Sunday newspapers until they were discontinued in 1955. The book is pure notalgia and should be enjoyed particularly by streetcar fans and their families. Its introduction tells how Fox happened to start drawing the comic pictures. They were inspired by his recollection of the quaint, old-fashioned Brook Street trolley line in Louisville, Ky., where he used to live, and by his visits to Pelham, N.Y., where he rode an amusingly primitive shuttle line of the Third Avenue Railway system. Many years ago Joe Yule, Jr., was doing occasional bits as a juvenile movie actor and decided to cash in on the popularity

A Yuletide card that Fontaine Fox sent to one of our authors twelve years ago.

of Mickey (Himself) McGuire, a tough Irish kid character in the Toonerville Trolley cartoons, whereupon he adopted that name. Fox promptly sued. As a result, Joe dropped the McGuire and renamed himself Mickey Rooney, the name he is using today.

***The Tramways of Portugal: A Visitor's Guide*, by J.H. Price, 68 pages, 6x9", with soft cover and stapled binding, is obtainable from LRTL Publications, 130 Coombe Lane, Croydon CRO 5RF, England, at 60 pence (British currency). Payment should be made, if possible, by International Post Giro transfer to British Giro account 592 3050, in the name of Light Railway Transport League. If payment is made by check in money other than sterling, the price is $2.32 per copy. This booklet is a second edition, covering all operating trolley lines in Portugal—at Lisbon, Sintra, Oporto, and Coimbra, also including the Braga line, abandoned a few years ago. Included are a description of these operations, also maps, rosters, and photos. Many of the cars appear to be American style, usually Brill-built.**

***Market Street Railway Revisited; The Best of "The Inside Track,"* edited by Ira L. Swett, 208 pages, 11x8½", with hard cover, may be had for $10 from Mr. Swett, 8438 Mountain View Ave., South Gate, Calif. 90280. This sequel to *The White Front Cars of San Francisco* primarily reproduces some of the best material from the Market Street Railway Company's monthly publication from 1922 to 1933. Compiled by MSR employees, the book is a very interesting look into actual operation of the system from carbuilding to track maintenance and from the president's office to the motorman's stool. There are well-written articles and many choice photos, including a few pictures that did not appear in the original but are worthy of reproduction.**

***The Tramways of Kent*, Vol. 1, West Kent, 173 pages, 6x9", with hard cover, is priced at 2.65 pounds, British currency, from Light Railway Transport League, 64 Grove Ave., Hanwell, London, W7 3ES, England. This book describes the tramway systems that once operated in the County of Kent in southeastern England. Vol. 1 covers those that once ran in Gravesend, Chatham, Sheerness, and Maidstone (also Maidstone trolleybuses). The book is printed on high-grade paper, with 58 photos and several maps and sketches.**

Crimson-and-cream-colored Toronto streetcar nearing new City Hall in July, 1969.
Edward Allen, 252 Roberts Ave., Yonkers, N.Y. 10703

To save time, send *Transit Topics* mail directly to Stephen D. Maguire, P.O. Box 51, Belmar, N.J. 07719.

AGAINST ORDERS

by Harry Bedwell

Illustration by Joseph Easley

THE SWITCHMAN on the stool next to Hi Wheeler's at the station beanery cleaned his plate and watched the long, lean, young guy on the other side of the horseshoe counter, who was reading a book as he ate.

The switchman said slowly, "So he is back again, and right at the beginnin' of a hard winter!" He frowned and said to Hi, "That's the smartest boomer brass-pounder you ever seen. He ain't been aroun' here in three years, but I bet he's been places meanwhile."

The switchman was a home guard and envious of the drifters. Hi Wheeler was a trainman. He didn't even raise his eyes. It had been a long, cold run coming in, with switching at nearly every station along the way, and he was too busy crowding down a huge slab of steer meat to pay much attention.

The switchman went on: "He's good for a job on any pike. I guess he's pounded brass on most of 'em."

Hi grunted. "He ain't been no place, like a friend of mine has," and went back to eating.

"Oh, yeah? He's got a bale of service letters that would choke a cow."

"Musta bought 'em off a guy that makes a good living out of forging service letters."

As he spoke, Hi glanced at the man in question, and stared, bug-eyed. And then his face was split in half by his grin. He lifted up his voice in a yell.

"Eddie Sand!" The name rocketed through the cold gray afternoon, and Hi nearly broke his neck untangling his long legs from around the stool.

The young guy on the other side quietly arranged his knife and fork on his empty plate and shut his book.

"Eddie," Hi said, "I dreamed about you just last week. Seemed like they had tossed you in the jailhouse, and I come to break you out. Low joints and high centers!" he hollered. "How long's it been? Two years, and down in Texas."

Hi Wheeler was all set to give him a bear-pat on the back, when Eddie feinted for a wrestler's hold.

"Hi," said Eddie softly, "I can tell you've been eating well, and you don't look like you'd been in any recent brawls."

Hi burbled affectionately, "I been good so blamed long, it hurts way down to here. Where you been, kid?"

"On the Colorado desert."

"Brother, you change climates in wide degrees. If you recollect, it gets frigid at this season in high altitudes."

"I stayed too long." The brass-pounder looked at the tall windows and the tall snow mountains. "This is what I've been wanting."

They grinned at each other, two young drifters with great distances in their eyes. Both remembered some of the fantastic escapades they had joined

in along the careless road, footloose and fancy free.

Eddie Sand was long and tough-fibered, with the self-containment of a craftsman who knew his way around. His friend was limber-jointed, light-hearted, and hilarious. One minute Hi would be as aggressive as a fighting cock, the next he'd be as mild as a deacon. He seemed to have phenomenal luck, but it wasn't that. It was his ability to seize the opportunities that caused him to land on his feet after any disaster.

"You going to work for this outfit again?" he asked cautiously.

"Yeah," Eddie said. "Second trick at Aspen. I liked it there, the last time."

Hi whooped. "Before you go to work, we got to have a regular old wing-ding. I've had it coming since Christmas of last year."

He flung an arm across Eddie's shoulders, and they went out into the chilly gray cold.

A SWITCHER coming off the coach track barked at them. There was a rank of empty four-wheel trucks at the yawning baggage room door, and more were lined up on the brick platform, loaded high with baggage and express for an impending passenger train. A ponderous figure coming from the stairway that lead to division headquarters above met the two young boomers face to face.

"Hiya, Mr. Hagen," the trainman said genially and grinned at the cold nod he got in return. "This is your newest hired man. Name's Eddie Sand, and he takes second trick at Aspen. Eddie, this is your superintendent."

"We've met before," Eddie said.

"When was that?" Hagen inquired, but didn't offer his hand. There was no warmth in the man.

"The most conspicuous," the brass-pounder told him, "was at the hearing on the Smoky River wreck, three years ago."

"Haw!" Hi erupted. "I remember you telling me about that one, Eddie." He explained to Hagen. "He was the op involved, and they tried to hang the blame on him, but without any luck."

Hagen glared at Eddie. "That boomer. You've been gone a long time, and you're right back where you started. So what did it get you?"

"I saw things that would surprise you," Eddie said.

Hagen thrust out his hard jaw. "You don't get anywhere, always going someplace else. Boomers never amount to anything."

Hagen had thick, massive shoulders and big hands. He'd done hard labor, pick and shovel.

He'd come the long way up, with dogged resolution, fighting the wolves forever snapping at his heels, for he made enemies readily.

Eddie replied. "Boomers do a better job of railroading than your home guards, because they've done more kinds of it."

Hagen said nothing further, but stomped off with a baleful glint in his marble eyes.

THE HIGH air at Aspen had an icy zip that could knife you to the bone, but Eddie Sand didn't shiver when he stepped down from the coach. It seemed that nothing could chill the desert stored inside of him.

There were frame section houses and a long passing track. The telegraphers' quarters were huddled close by the depot under the bulk of gigantic ridges whose upsweep took them to the snows of the peaks. Aspen was just where he'd left it three years gone, and hadn't changed. He went inside to report to the first-trick op, and then got himself settled in bachelor quarters. Eddie was back in the groove.

The office smelled of kerosene lamps, lighted against the early dark. All old railroad stations were arranged and fitted about the same. A bay window facing the main line, with a scarred telegraph table wedged in it. Three keys were clamped to the rear middle. From the narrow shelf above, the silvery chatter of the Morse sounders greeted him gleefully. It just fit.

Eddie read the outstanding train orders on the table. Jack Clell, the first-trick man, gave him a transfer and lined him up on impending trains. He said the ashes had been cleaned from the stove, the coalbox filled, and the coffeepot scoured. Jack went home then to his family and a hot supper.

Eddie rummaged to locate the forms and equipment he'd need. He had studied the employes' timetable while coming down on the local, repeating Aspen's call letters in his mind so he would be prompt to recognize them, memorizing the correct spelling of station names, and the time the regular trains were due during his trick. On a new job, you were somewhat keyed up until you got it down to routine. Listening to the dispatcher working with his telegraphers, Eddie got the feel of the district and made a pattern of it in his mind.

The dispatcher was doing right well on a district crowded with traffic. Storms brooded along the towering horizon, and the little mining towns up there on the high lines were cleaning up their ore shipments, and moving in supplies against the chance that the snows would close them in from the outside. Stockmen were getting the last of their sheep down from the high meadows.

YEAH, that dispatcher was smooth. He slid the train orders at you like a greased wire, fast and polished, in a kind of singing Morse, easy to copy. Nice to work with, and Eddie bet himself a paycheck he'd heard that "send" before.

As the third-trick op was coming to relieve him, the dispatcher called and asked, "*Como se llama*?"

For an instant it took the young boomer back to the Mexican border and eternal glare of the sun. Spanish sounded somewhat exotic in this bleak, high world. "*Come se illama*?" What's your name? He opened the key and made his personal Morse sign, DY, and then spelled out his name.

"I thought I recognized your fist," the DS sent back. "Glad you're on my shift. I worked with you on the T&NO. Walter Harmon," he added. "I suppose you've encounted Hi Wheeler." It was like a hand-shake with an old pal.

Later, in his quarters, with bacon and eggs tucked away, over a last cup of coffee, Eddie recalled Walt Harmon, an oldtime boomer. Yeah, there was gray in his temples now, but he hadn't slowed down. Easy to work with. Your luck didn't often run so good, like joining up with Hi and Walt together.

Outsiders never understood how closely the dispatcher and the ops worked together, moving the trains, so that in time, when they knew how each of them operated, they geared themselves into a smooth-working team. But they seldom, or never, met.

By the rules laid down in the book, you had to be alert at all times to catch the dispatcher's call and answer it promptly, no matter what else you were doing. Train movement depended on this combination, and you had to give your undivided attention to copying and repeating train orders. One of your most important duties was to check the repeat of the other operators

to make sure the order was exactly the same as the one you'd copied. If you fell behind and broke the chain, it slowed them all up till they got back into pace again.

As a result, you wrapped yourself around your work and forgot everything else. And if anything interrupted, it was like being violently aroused from sleep. It enraged you beyond reason.

A FREIGHT train, slugging it out on the upgrade, blew for the station, slowed to allow the head brakeman to beat it out to the switch ahead, and pulled in to the passing track and subsided.

The dispatcher nailed Eddie to the chair. Hi Wheeler came in off the hind end, found his friend busy on the wire, and knew better than to disturb him. Filling the coffeepot, Hi set it on the stove, and warmed himself by the fire in the shadows beyond the lamplight.

When Eddie finished with the DS, he said, "Hiya!"

"Weather like this," the trainman grumbled, "and I can smell the orange blossoms down in California."

The coffee boiled over, and Hi drew a pair of cups. Distant places flickered behind his eyes as he spooned the java. Three sections of a coal train shuttered by. The headlight of a special-party train, running as an extra, showed far up the gorge. Having no orders for her, Eddie got up to give her the board when she whistled for it. But meanwhile a train of empty ore dumps had got in trouble down below, and at this last minute the DS told Eddie to stop the special and change her orders.

Hi went outside to flag her down with his lantern, so the hogger wouldn't run the order board and have to back up. But he was coming so fast he made a rough stop as he drew up before the station.

The wire had bugs in it tonight, and the circuit was weak. DS was sending fast to get the special's meets rearranged and cut the delay. Eddie had to concentrate on the racing sounder to catch the faint signals. He was sunk deep in a dark isolation, aware of nothing but the faint chatter of the brass tongue, and the black loops he made on the yellow tissues.

The door burst open and slammed shut in a double explosion as the special's conductor strode in.

"Why's he holding me up again? This is a helluva way to run trains!"

The conductor was "Gallopin'" Gunderson. His new blue uniform was pressed in thin edges, and his brass buttons and gold braid twinkled brightly in the lamplight. "That dispatcher stuck me twenty-five minutes at Shale, and fifteen at Samson. Now he's hanging me up in this god-forsaken spot."

Gunderson had a round, soft face, gone a delicate pink now. A big gold chain bisected his vest, and the diamond ring he wore had the diameter of a dime.

"When Harmon's on the sheet," he stormed, "you can't get any place. This special party I've got will miss their connection if he keeps on like this. I'm gonna talk to the Old Man about it."

Eddie shut his teeth against the wrench of strung nerves and centered his mind on the letters flowing faintly from the wire.

Gunderson stamped to the telegraph table and fumbled among the stack of undelivered orders at Eddie's elbow. "What's he got for me?"

Eddie opened the key to stop the dispatcher. He stood up.

"Take your hands off those orders and get out of here!"

Gunderson turned slowly with a blank stare. He had always considered brass-pounders an inferior but entirely harmless breed. It took him a while to realize this one wasn't harmless.

"Nobody talks to me like that!"

"You heard it." Eddie shoved his chair out of the way and got set.

"Just another boomer," Gunderson blustered, "trying to tie up the railroad. I'm gonna talk to the Old Man about that, too."

Eddie got the range of the exact spot on Gunderson's chin where he'd clip him with the first shot.

"Just this time I'll say it again. Get out of here."

Hi Wheeler flitted in from the shadows. For a big guy he moved fast and quiet. "I'll take him, Eddie." It was a flat statement.

"You will like hell!" Eddie snapped back. "He's my meat."

"You go on with your telegraphing, Eddie," Hi said, and turned to Gunderson. "Come outside, Gallopin'. I've got some talking to do to you." The conductor opened his mouth. Hi held up his hand. "And don't say a word till we're on the other side of that door."

There was menace in the tone, and a look in Hi's eyes that Gunderson didn't like. He allowed Hi to herd him outside. Eddie heard his friend giving Gunderson the low-down on interrupting brass-pounders while they were busily engaged in railroad work.

When Eddie got the special cleared and she had gone down the gorge, he poured himself a cup of coffee, and drank it straight.

Hi said, "You sure had it in your mind to murder that lame-brain, and mebby I should've let you do it." He lolled by the telegraph table.

"Where'd that guy ever tend bar before?" Eddie inquired.

"This pike is his one and only stamping ground," Hi said. "He's a smoke-cured home guard, and he's hostile to boomers because the Old Man is. He thinks he's going up, but he's more likely to get tramped on."

The message wire was silent. Hi opened the key and sent a barrage of stumbling Morse, like you'd beat out with a hammer.

"Where'd he get that nickname?" Eddie said.

"Gallopin'" Hi grinned. "He's always gallopin' over somebody, or up to see the Old Man about something he considers important. He plays Hagen's game straight, and he thinks he's well set in there."

Hi spelled out his full name on the key. He frowned. "I can almost read my own Morse."

"Then I'd say you're the only one who can," Eddie said brightly.

Hi had learned to send beaten-up Morse the winter he lived with Eddie while he was laid up with a busted left arm. But he was never able to receive from the wire. He'd tried hard to read the sounder, but he couldn't sort the dots and dashes in his mind. About the best he could do was recognize the string of I's an op makes to keep the circuit alive when he relays a query from the dispatcher to a trainman and waits for the reply. This didn't require any great ability, for the letter consists of only two dots.

But in time Eddie could read enough of Hi's stuff to get a fair idea of what he was trying to send.

The DS signaled to clear up Hi's train. Eddie listed the order numbers on a clearance card, and repeated them on the wire.

"OK, 10:22 p.m.," the sounder chanted.

Eddie folded two sets. Hi downed another cup of coffee and took them. He fitted the flaps well down over his ears and buttoned his jacket.

"You know," he said, "old Gallopin' is sure headed for trouble, and I'm not

going to stand in his way." He went out into the cold dark, whistling.

WEATHER-WISE ops in lonely stations across the high divide read the storm signals by the cast of the sky, and flashed repeated warnings to headquarters. The storm moved in with snow flurries in the afternoon, and settled down to a steady fall in the gray dusk of early evening.

"She's going to get worse before she gets better," the roadmaster said, as he thawed out by the stove. He'd come down the gorge on his track motor-car to Aspen to report on conditions.

By midnight, the snow-fighting equipment had been ordered out. By next afternoon, when Eddie came on duty, the storm slackened and become fitful, gusty. Traffic had slowed, but plows kept the line open.

A lone engine going down for a passenger help took siding to meet an opposing train. Trainmaster Banner got off and came into the station. "She's brewing more weather," he said, thawing the frost from his fingers, and sat down to write telegrams.

A passenger train pulled up the main track and stopped under the red order board. Gallopin' Gunderson banged into the office, unbuttoned his overcoat, and shook off the snow. He had on the old clothes he wore in freight service. He caught sight of the trainmaster and opened his big mouth.

Eddie stood up, looked at the conductor with a bleak eye. "It's ho-kay, if you keep it down so I can read the wire," he said. "Otherwise, do your talking outside."

A sunset pink flowed into Gunderson's soft cheeks. He turned to the trainmaster. "You heard him threaten me. You'll be able to tell the Old Man about this tramp lightning-slinger, because he's certainly gonna ask you."

Eddie snapped: "Look, Gallopin', the dispatcher is calling me right now. If I don't come on at once, he'll ask why. But I'm not going to answer while you're bellowing around this office like an old cow."

"Eddie!" Banner cut in sharply. "There are reports of your bad temper in the office. You'd better pipe down on brawls before they get you in trouble. If the dispatcher is calling you, answer him."

The red in Eddie's hair flickered brighter in the lamplight.

"If you'll make this blabber-mouth tone down, or go outside, I'll answer the dispatcher, but not till then. I can't work while Gallopin' is raising a row in this office, and don't have to."

Banner was hard and stubborn, and this kind of talk was hard to take. He lived by the book, but he couldn't think of the page that would exactly cover this one. Eddie Sand was a smart boomer. He took Gunderson by the arm and led him out. They boarded the train, and the brakeman came to take the orders.

THE DISPATCHER told Eddie to hold onto the special till a wedge plow, seemingly lost out there in the dark, reported from Gospel. The brakeman helped himself to coffee. He blew on it, and sipped the black dynamite warily.

"Old Gallopin' ain't goin' to be happy for a long time," he said amiably, "after what happened today."

"I've never seen him happy about anything yet," Eddie replied.

"He generally ain't," the brakeman admitted. "But this one burned him down. Time before, when he was up to take out a special, the callboy, who don't care much for Gallopin', told him he thought it was an outfit of school teachers that'd gone through a day or two before, and was on their way back. So Gallopin' got hisself all prettied up to impress the lady educators.

"It turned out to be a trainload of immigrants from the old country, imported to build railroads in the West. Families with kids from six months up, crawlin' all over. We had the regular old equipment, coaches with wooden seats, heated by coal stoves, on which they did their cookin'.

"What a smell! After one whiff, Gallopin' wouldn't go into the coaches. He stayed in the baggage car, and he made me count to see he had transportation for the right number.

"Then this afternoon," the brakeman went on with relish, "they called him for this special, and the callboy told him again it was the teachers. Gallopin' had heard about another immigrant train reported somewhere when he had gone off duty. He thought this was it, and the train he was called for. For tryin' to fool him twice, he gave the kid a bawlin' out you could fry eggs on. Then he donned his old work clothes, like he was takin' out a freight run. They was well worked out," the brakeman explained. "Faded and patched. When he found he was to skipper the teachers, sure enough, how that man raved."

The shack drained his coffee cup with deep satisfaction.

"Bein' ashamed of how he was dressed," he beamed, "old Gallopin' had me collect the tickets. And you know what, Eddie? Some of those gal teachers—" The brakeman gazed dreamily at the ceiling. "There's one I'm sure goin' to find out where she lives before we get in."

AT THAT point the dispatcher gave Eddie a message for Gunderson. It directed him not to go beyond Red Rim until he got permission to do so from the chief dispatcher.

Red Rim was a one-man job, and the man had taken sick the day before. They hadn't yet been able to relieve him, but it was understood that he was in bed in his quarters above the office, and could be called on duty in an emergency, to move trains. This was an emergency. Gunderson had to call him to get further instructions before proceeding beyond that point.

The message didn't say so, but another storm was moving in fast, and the night chief was concerned about the teachers. There was danger of the special being stalled between stations, out of contact, and left to its own resources. They turned her loose then, and as she whistled off, Banner came back into the office.

"Eddie," he said, "you've got to stop rowing with Gunderson. There's a rule in the book against it."

"I'm not rowing with him. I'm just telling him what he can't do here."

"He's gone to the Old Man with a complaint about you." Banner added, "One against Harmon, too. He'll be ordering me to investigate. When he does, I'll do a job."

"I'll bet you will, and I'll go right down the line with you."

"They say you're smart, but you don't sound like it." Banner was scorched. His instinct was to turn on the heat, but the glint in Eddie's eyes made him cautious. "The Old Man won't stand for such talk. He's suspicious of boomers, anyhow, and he can be tough when they get too smart."

"That's why Gallopin' thinks he can push this one through. He knows the Old Man distrusts the pilgrims, and he'd like to show him he agrees." Eddie grinned. "The Old Man is going to have a swell chance to get tough with me, if Gallopin' don't behave himself

at this station when I'm on duty."

Banner decided that nothing in the book exactly covered this affair. Besides, he was getting nowhere with it. He went out, and climbed into the cab of the light engine as she rolled down the siding.

SILENCE, like the inside of a drum, closed in. It penetrated deeper than the cold and was more ominous. By the feel of the stillness, you expected what it meant. But you were startled when it happened.

Wind brayed out of the north, and then howled. Snow came in on a long slant. In the dim light from the windows you could see it was as dense as a cloud. The high world disappeared under it. The railroad stood still.

At intervals, the dispatcher called Red Rim, but got no reply. The special was overdue there, and he put sharp urgency into the call letters as minutes walked off the clock.

He called Aspen. "Gunderson is in trouble," he sent, "or he would have reported at Red Rim by now. If any section men show up from that direction, find out if they have seen the special."

Eddie acknowledged with a brisk "O.K." The rotary snow plow ground up the gorge with two engines showing and a caboose on behind. They pulled up at the station, and the crews stormed into the office: the mechanic on the hood, the engineers and their ashcats, the two brakemen, and Hi Wheeler as conductor.

Eddie reported the rotary's arrival.

"Ask conductor Wheeler," Harmon sent, "for his guess on what's happened to Gunderson."

Hi considered Gunderson's failure to report at Red Rim while he drank a cup of scalding java. He got the special's departure time from Eddie, and decided Gunderson should have made it to Red Rim before the latest storm had broken.

"But you can't tell about old Gallopin'," Hi said. "He gets himself in trouble easy. The only thing to do is to go on up with the rotary and dig him out, wherever he is."

Eddie fed that to the DS, and waited for his reply. It was a long time coming. At that point the Old Man showed up in the dispatcher's office. He'd been out with a wedge plow, trying to clear the way for a freight train stalled in a drift, and he'd barely excaped getting snowed under when this last storm came in. He hadn't been able to break the freight train loose, was half frozen, and was in no condition to be crossed up. When the night chief put the situation of the special and the rotary up to him, the first thing he wanted to know was who had charge of the plow train.

Wheeler! The Old Man blew a fuse. Who in hell gave him that assignment? The night chief ducked that one, putting the deal in Harmon's lap. The Old Man got the play in one sweep of his mind, and he was dumbfounded. A trick dispatcher and a brass-pounder out there at Aspen, both confirmed drifters, were trying to work out a critical situation in collusion with Hi Wheeler, who was about as notorious as they came. Tramps! He lit into Harmon as if he were going to tear him apart.

HARMON stood up to him calmly. He told the Old Man that Hi was more competent to handle a rotary unit than any home guard he'd ever had. More than that, Hi was ingenious at breaking up a bad situation and at helping others out of a jackpot.

That didn't mollify the Old Man. But he knew there were dangerous and complicated circumstances to be brought under control. They'd grow worse rapidly. He had a trainload of school teachers lost in the storm, and his railroad was responsible for them. This weather might last another day, which could be tragic if they didn't get the special out of its grip.

At last, Harmon began to send to Eddie. "The Old Man says if the special is stalled, it might be completely covered with snow by now, and the rotary might plow into her before they'd know she was there. It's happened on this railroad before. It killed the man on the hood, besides doing great damage."

Eddie gave that to Hi.

"So now the Old Man is in on this one," Hi said. He tried to remember the stretch of rails to Red Rim. "You tell him," Hi continued, "he's got to make up his mind right now which set of hazards he'll take. He'd better find out what's become of the tutors, and arrange a rescue if they're busted down in the wrong place. I'd rather somebody else was skipper of that train. Gallopin' only knows one thing about trouble, and that's how to get into it. I'll ride the hood and try to detect a drift that the special might be hiding in. If I do, I'll search it before we cut into it. But there's little you can see through that snowstorm."

Eddie frowned. "You go to scrambling around out in the open and you'll get lost. You couldn't see your own headlight two hundred yards away, and when the snow has everything covered it all looks the same, with no place to go."

"I'll watch it," said Hi.

Eddie put his friend's remarks on the Morse. The Old Man went through a mental spasm before he gave the order to proceed. And he added a warning:

"Don't get yourself trapped. A rotary works only one way at a time, and you've got to turn her around to work the other way. If you find the track obstructed you can't back up very far before the snow stops you."

"You tell him that I know how a rotary runs," Hi grunted.

Eddie poured another cup of coffee all around, and then the crews buttoned up and snuggled down their ear flaps.

"Now don't go crazy, and get yourself frozen stiff," Eddie warned.

"We've got to chance it," Hi said. "There're a lot of women on that special, and up here in this country women are scarce."

THE PLOW train burrowed into the furious weather. Her marker lights blurred out, immediately sucked into the white hell. Nobody could reckon all the hazards of operation in such a storm. Hi would take the long risks at the short end of the odds to do a job. He was made that way. The wind-devils, screaming down the gorge, the ghostly scratch of flakes on the bow window, made Eddie uneasy. Hi had luck, sure, but that lady walked out on all men at one time or another.

Eddie tried to forget how slow the clock moved. The dispatcher was annulling scheduled trains. They'd turn the railroad over to the snowplows when the storm abated.

Then something broke in on the DS's sending. The sounder sputtered, made a weird clatter, went into a dervish dance. It didn't make sense. But it did let a cold wind down the back of your neck, and cause your stomach to crawl. It sounded as if one of those storm devils had got into a telegraph station and was sending in a code they used on the other side of time. But that wouldn't stand up. Even

a phantom brass pounder could send better Morse.

The thing ran down quickly, and ceased. The dispatcher shot an impatient question mark, meaning "What did you say?"

For a few moments the sounder was silent and then began that unearthly banging again. That was a powerful spook, determined to make himself understood. Eddie frowned. The clamor must have meant something. Suddenly it seemed like a hand fumbling for him from the wild dark, a familiar hand, reaching, fumbling.

"Get off this wire!" the DS snapped angrily, and continued sending the order.

The wire opened on him again, and was silent. Howling wind ceased to a moan. You felt the loom of disaster while you stared at the sounder under its hood. Then the little brass tongue moved with deliberation. Slowly and laboriously it spelled out a word.

"E-d-d-i-e!"

He got it then, like a swift kick. The young brass-pounder was on top of it and his hand slipped to the key. "Break!" It was the signal that he was coming in with something new. And to the dispatcher he flashed, "Come in on the message wire." He left the key open.

Harmon switched over, and came in with: "What in hell is that, Eddie?"

"It's Hi Wheeler, some place, trying to tell us something. He can't receive Morse, but he learned to send that chopped-up stuff a couple of years ago. I didn't want to confuse him by talking to you on your wire, when he couldn't understand what was going on. It's hard to get what he's trying to say, and we can't talk back. Now listen to him."

Eddie turned to the dispatcher's wire. He made two I's, the response signal, and spelled his name slowly.

Hi Wheeler, wherever he was, held his key open. He was pondering what the sounder had said to him, scowling at it, trying to translate the dots and dashes into their meaning; but he couldn't make it. He came on again.

"E-d-d-i-e."

That gave you a feeling of being lost in the dark. Eddie held his key open ten seconds. Then he made three I's, wide-spaced, and closed it.

Hi got that. It taxed his ability to the limit, but he read the tiny dots and began to send.

In the back of his mind Eddie Sand could vision Hi pounding the key like driving nails, mutilating the Morse code, his long face lit up like a beacon, delighting in this fantastic episode, blithely confident that a fellow boomer could read his stuff, no matter how much he loused it up.

FOR EDDIE, it was an ordeal. It required a nimble mind to follow the convulsions of the little brass tongue and get what Hi was trying to tell him from them. The brass-pounder had to pause to catch up with his breathing. He turned to the message wire.

"Did you get any of it?" he asked Harmon.

"Just a letter now and then. But no sense out of it. Could you read any?" Harmon asked.

"Yeah," Eddie said. He had it all strung together now, from passages and fragments. "Hi is at Red Rim with his train, but no op there to call on duty. There's a shingle nailed to the door with a note on it written by some section foreman, that says the op went to town last evening to see the doctor, and they put him in the hospital. The special's not there, either. Not a sign of her.

"You can't give Hi Wheeler detailed instructions. He couldn't read them. But he thinks he can get 'yes' and 'no,' because one is a letter longer than the other, and they're all dots. There's no use telling him anything else. So he'll try to find out what you want by asking the questions. He asks if he's to go on till he finds the special. You can tell the Old Man he has just a one-word reply, either way."

Harmon sent fast. "I'll never know how you figured that out from the clatter Wheeler made."

He gave it to the Old Man in a quick report, and he made it grim.

Hagen glowered at the dispatcher, chewing a cigar to shreds and then taking a fresh one to mangle. He paced the floor. The Old Man struggled with foul circumstances that grew more perilous by the minute. And he was caught with only boomers to depend upon. He distrusted boomers in a crisis. They had walked out on him too often. And now he couldn't even stand over them and boss the job. He was tied down to either a nod or a shake of the head to say whether or not the plow train should go on through the stormy dark, feeling for the special.

Harmon read him like a printed page. "Wheeler has what it takes," he said. "He'll dig Gunderson out, if you'll let him."

No matter at what cost, Hagen had to do it. Tragedy and disaster rode the bitter wind. It did something to him, snapped an old mental habit. He lived for fifteen years thereafter, but they were all shadowed by that night. He nodded to Harmon, and the latter flashed a "Yes" to Eddie.

You make a Y with two dots, a pause, and then two more. An E is a single tick. An S uses up three. Simple as counting up to eight. Eddie spaced the letters, and sent with precision. After a pause, he sent the word again.

Hi repeated it promptly, and it sounded like hailstones on a galvanized roof. He batted out a brisk "OK" and went into the big silence.

MIDNIGHT and the third trick op showed up at the same time. The plow train was overdue at the next open telegraph office beyond Red Rim. Harmon called to say that the Old Man wanted Eddie to stay around till they heard from her. Hi might come on at another closed station and try to talk to them. He couldn't make sense of Wheeler's gibberish if Eddie wasn't on hand. Harmon said he'd stick around awhile himself. This might develop into a bad one.

Eddie brooded by the fire. That limber-legged length of dynamite never hesitated to take considered chances. He could instantly get the feel of a sudden emergency and could move swiftly to take any advantage left open to him.

The railroad subsided under the drifting snow. The third-trick op got a cushion for a pillow, and crawled onto the soft end of the telegraph table for a snooze. Eddie tried to read a book, but the images that stalked his mind blurred the pages. He wasn't a worrier.

Howling wind made him anxious. Hi had talked about searching the drifts for the special before they cut into them. That loon would do it, too.

The Old Man ordered another rotary snowplow from the next division, and he had the relief train made up to follow it in when it arrived.

Slowly the clock dragged out the seconds. The wind quit howling, and died. A startled silence fell on the little station under the towering ridge.

Then the alarm went off. The

sounder began to hammer. It shattered the frozen stillness and brought Eddie out of his seat by the fire. Without any effort to change positions, he was in the op's chair, reaching for the key as he caught the mutilated letters stamping across the ominous hush.

"*E-d-d-i-e.*"

He made the response signal carefully, and clamped his mind on the distorted code that bombarded him from the hooded resonator. He had to, for it required more than a knowledge of Morse to get it. Beside Hi's ineptitude, his fingers had been frosted. He used his forefinger like a club.

Eddie had to make long guesses at the results, and piece fragments together, to understand anything that Hi was trying to send. But mainly he relied on an affectionate and intimate understanding of Hi's nature and the way his mind worked. Eddie often knew Hi's thoughts before he expressed them. Yeah, it took all that, and a gift of prophecy besides, to unscramble his chatter.

HI WHEELER was back at Red Rim. The plow train had come up with the special six miles beyond that point, on a curve, and had rammed into a snowslide that had boulders in it. The front of the engine was smashed in and she couldn't even make enough steam to keep the coaches warm. There was a thousand feet of sheer mountainside on the left, and nothing but empty space for another thousand feet straight down on the right.

The wind, quartering at them, kept the snow swept from their ledge, exposing the train to the biting blasts. By the time the rotary got to her, all the water in the coaches had frozen, and passengers and crews were in pretty bad shape.

It was as Hi had guessed. Gunderson had got bullheaded and done the wrong thing. He had been hiding out in the baggage car, ashamed to show himself in his patched clothes to the lady educators, and mad enough to chew nails because he couldn't. When the special got to Red Rim, and Gallopin' found there was no telegraph operator to call, he really bowed his neck.

The storm increased in fury, and he didn't want to get snowbound at that desolate little station, hung on the side of the mountain, without a chance to chum with the teachers. Gunderson was certain that Harmon had overlooked his hand when he had ordered him to call the op who wasn't there. He hadn't shown the engineer the message.

His train orders gave him rights to the next open telegraph office. This one wasn't. He thought they could beat out the storm, and it ought to show one and all he was a better railroader than Harmon. He highballed the hogger out of town.

Hi hadn't taken time to build a fire in the Red Rim station. He had to pause at this point in his report and hold his hand over the lamp to stop the growing numbness.

When he'd sized up the situation the special was in, Hi had run a steam line from the plow train to the coaches, and warmed them. They pulled them off the ledge, leaving the busted engine, and they made it nearly halfway back to Red Rim, backing up, before the new snow, falling and drifting, looked like it was going to stall them. So he parked the plow train and the special's coaches in a cut, out of the wind, where they'd be all right for a while. But they'd better get another rotary in there at once, and a relief train.

Hi had made it back to Red Rim on snowshoes, through the storm. Nobody figured how he did it, and he never did explain. It had taken all he had to keep one step ahead of the doom that dogged him through the white hell, and nearly got him by the time he got to Red Rim station. He clammed up when he was asked about it.

He'd followed the path they'd plowed going in, where it hadn't been obliterated. The snow had piled up in most places nearly to the tops of the telegraph poles, and, when he lost the path, he'd follow the wires. Three times he missed them. If he hadn't done some quick, hard thinking when that occurred, they would never have found Mrs. Wheeler's boy, Hi, until the thaws of spring uncovered him. He quit sending and built a fire.

EDDIE was wrung out. The third-trick op had brewed a pot of coffee while he'd been isolated with that tangle of Morse. He sipped a mug as he put Hi's report together in his mind. When he sent it to the dispatcher, it gave the picture.

Yeah, he felt like he'd been put through the wringer, but he stayed on in case Hi had something to add. And presently, when Hi had warmed himself, and made java, he came back on the wire, batting out a remark and a request.

"I done told you old Gallopin' was headed for trouble," he banged. "He was the scaredest person aboard the train. He even tried to make his brakeman get out in the storm and walk ten miles to the next open telegraph station."

That boomer conductor was more painstaking in putting his request to make sure it was understood.

"Ask the skipper of the relief rotary to bring me a pint of Old Crow, and to hell with anybody who tries to pull Rule G on me!"

Eddie boiled with remarks of his own, but had to limit himself to the response signal. He swore softly. That loop-legged pilgrim, up there alone in that lonely telegraph station, was probably almost frozen stiff but didn't know it. He blithely believed there wasn't a thing wrong with him that a pint of Bourbon wouldn't cure.

Harmon came on the wire with his smooth fist. "Eddie, the Old Man appears to have had a kind of stroke. He'd got himself terribly worked up about the people aboard the special. He'd begun to think they'd never come out alive. When he received Wheeler's report, he nearly went to pieces."

Eddie listened, and chuckled as Harmon's words kept pouring in.

"Now he's trying to figure out what it would take to persuade you and Hi to abandon your careless ways and work for his railroad from now on. He's changed his mind about boomers. He says he orders us to stay."

Eddie sent with a snap: "He's out of luck if he thinks he can tie Hi and me down. I don't care if it is against orders. Anybody's orders. We've got it all mapped out to invade the Northwest about the time the birds arrive in the spring."

Harmon made some pensive I's. "How's about an old buzzard like me going along?"

The reply came joyously.

"Sure thing!" Eddie made the wire sing. "There's lots of room. Three rover boys like us could tie up any railroad they've got up there. It's a deal."

Spring was for migration. It was already making up far down in the plains and prairies. One touch of it here would set them adrift. ●

CNR loco pulls recently revived *The Montrealer* over Central Vermont into Montpelier Jct., Vt., on September 30, '72.
Alex McDonald, 20 Parkhurst Street, Lebanon, N.H. 03766

PASSENGER TRAIN SURVEY

BY A MARGIN of better than two to one, Americans favor Federal subsidies to continue intercity passenger train routes, according to a public opinion survey conducted by Louis Harris Associates with a $200,000 grant.

"The poll clearly shows a strong public mandate to provide modern and efficient rail passenger service between cities," says Roger Lewis, president of Amtrak; and Harris explains: "Even though more people travel by airplane and automobile, the survey brings out the fact that the public doesn't want to give up the option of rail travel."

A 53 percent majority feels the Federal Government has a "responsibility to see that vital and important passenger services are improved."

The Harris study, taken to find out whether people were willing to put up money for better train service, also sounded out personal attitudes towards railroads and found that: (1) Train travel is viewed as safer than all other means of transportation. (2) Trains give people a chance to get up and walk around. (3) Train travel allows better sightseeing.

The survey also found that by 63 to 25 percent most Americans believe there is something exciting about a train trip. Although only 4 percent of the public travels by rail, Harris says that if Amtrak doubles that figure, it would be close to breaking even on revenues. Currently, the railway system spends $2 for every $1 it takes in.

But the survey also turned up a list of negative feelings about railroads: "out of date" (34 percent), "backward management" (28 percent), "a bad financial investment" (21 percent), "poor labor relations" (21 percent), "poor quality services" (20 percent), and "cold and impersonal" (15 percent).

Harris's staff took as its sample 3,000 Americans 18 and older, of whom only 90 had actually ridden trains, as well as 1,000 people who had taken a one-way trip of at least 100 miles by rail during the past 12 months.

EXCITEMENT marked the joyful return of rail service between Washington, D.C., and Montreal, Canada, after a disheartening lapse of 18 months. This revival came about with a run of *The Montrealer*, a sleek, rain-drenched, and streamlined train carrying about 400 riders, mostly railfans, Amtrak officials, reporters, and vote-seeking politicians.

Vermont had been without rail service of any kind since 1966, when the Boston & Maine dropped the last of its debt-ridden trains linking the state's major population centers with Boston and New York. So the rejoicing was especially warm in the Green Mountain State when the train rolled through on the dark, drizzly night of September 30th. It had departed from Washington Union Station at 5:05 p.m. on Friday and had left New York's Penn Station at 8:55. The many emotional welcomes it got prompted Amtrak President Lewis to say: "Nothing we've ever done before has had this kind of reception!"

As the train highballed into Connecticut, eager crowds were gathered on platforms to wave it through. First big ceremony was in Meriden, where Mayor Abraham Grossman had declared "*Montrealer* Day." Someone unfurled a huge Canadian flag and the people sang "O Canada." A Wallingford rail buff, David Peters, jumped on the train in a 19th century conduc-

Beautiful old nostalgic scene of Erie Railroad station at Elmira, N.Y. when country was younger and happier.
Anonymous Collector

tor's uniform and was photographed with Lewis. The latter promised: "As fast as you people fill this train, we're going to put another one on."

Hartford was not to be out-done. The train's riders arrived about midnight to find Mayor George Athanson decked out in brakeman's overalls and hat, carrying an oil can.

At Springfield, Mass., a roaring bonfire cast flickering shadows on a throng of fans awaiting the train as it stopped in the rainy darkness at 1:30 a.m. on Saturday. City officials in a gala mood served bubbly champagne. And at Brattleboro, Vt., despite the nasty weather and late hour, some 300 dedicated well-wishers huddled around the depot to express their thanks for the restoration of rail service. There were at least 100 devotees at Bellows Falls, Vt., the home of *Steamtown, U.S.A.*, and maybe 150 at Montpelier Jct., near the state capital; and reporters counted 500 with two marching bands at White River Jct., another great steam center in days of yore.

The Montrealer's visit to old St. Albans, Vt., last stop in the United States, was one of the town's busiest events since Confederates raided the local bank during the Civil War. Possibly 1,000 celebrants with a high school band, all somewhat bedraggled and sleepy, added to the jubilation. They'd been waiting patiently for hours in a wind-driven storm and were proud of their former steam roundhouse that adjoined the tracks in St. Albans. How many a puffing locomotive moved slowly over its turntable in years gone by!

Shortly before 11 a.m. on Saturday the streamliner marched across the Canadian border; and at 12:40 it reached its destination with a flourish but more than three hours late. The delay was due to those many celebrations during the night and to track repairs being made in Vermont. At Montreal's Central Station, hundreds gathered to hear Canadian Government and railway officials praise the train and the link between the two countries.

Elsewhere, James Kerrigan, president of Greyhound Bus Lines, described the restoration of rail service between Washington and Montreal as "a complete waste of taxpayer dollars."

ENCOURAGED by the boom in rail travel, Amtrak has decided to fight any major cutbacks in its passenger train routes next summer.

High Amtrak officials, some of whom had been skeptical of the passenger train's future, now believe a passenger train revival is possible and they are determined to prevent an economy-minded White House agency from slashing train-miles when the boom may be just starting.

Amtrak faces a crisis date (July 1, 1973), when by law it is no longer forced to operate all the routes in its basic system. It was assumed up to now that the corporation, pushed by the White House Office of Management & Budget (OMB), would petition to cut a number of routes.

But increasing ridership has convinced even the most skeptical Amtrak officials that a revival of the passenger train is possible. So maneuvering has begun with the Transportation Department to convince OMB not to force major cuts.

Although Amtrak lost $153.47 million in its first business year, it has begun to attract a growing number of train riders. Reports to Congress and shareholders say that passenger volume in May and June combined rose a creditable 13.7 percent over the same two months of 1971, while June revenues were up 11 percent from the previous June, indicating that "a historical decline in train ridership has been reversed."

These reports offer the first good estimate of how well Amtrak has been doing since it took over most of the nation's passenger trains on May 1, 1971. The $153.47 million loss for the fiscal year ending June 30th was almost exactly what Amtrak forecast. It reflects operating revenues of $152.71 million minus expenses of $306.18 million.

A pleasant surprise in the reports is the amount of increase in train ridership. The gain last May was a whopping 28.1 percent, although tropical storm Agnes, cutting sharply into early summer train operation in the East, kept June's increase down to 7.4 percent. Other good news is the safety record.

"The railroad passenger in the U.S. is one of the world's safest travelers," according to John W. Ingram, Federal Railroad Administrator, who revealed preliminary 1972 figures which show that, for the first time since 1966, no passenger fatalities due to train accidents occurred during the first six months on the railroads of the United States. However, two people lost their lives while getting on or off moving trains.

BEGINNING in mid-January, the passengers on trains linking Boston, New York, Washington, and Florida will see such strange sights as engineers wearing blue bush jackets with brass buttons and ticket sellers resplendent in double-breasted red vests, white visors, and multicolored sleeve garters, looking as if they should be dealing out chips at a poker table.

Male travelers will be diverted by 24 to 50 "passenger representatives" (Amtrak doesn't call them train hostesses or stewardesses) wearing a variety of smart modern outfits such as side-slit red gowns over blue panty hose, skirts and cardigans, red hot pants. Glory, Hallelujah! The new look, which Amtrak eventually plans to spread nationwide, is part of a campaign to make train travel comfortable and interesting again.

A RETURN to rail travel and the less frequent use of automobiles, as has often been pointed out, would not only strengthen the railroad industry and permit it to give much better passenger service but would also reduce air pollution, ease the densely overcrowded streets and highways and, most important of all, cut down on the grim highway slaughter. The *Long Island Press* editorializes:

It has been 75 years since the nation's first automobile hit the road and almost immediately began killing people. Today there are approximately 100 million cars, 200 million riders—and a thousand highway deaths every week!

Sometime between now and January 1st our two millionth highway fatality will be recorded, the National Association of Women Highway Safety Leaders was told the other day by Transportation Secretary John Volpe. The women were appalled. No wonder.

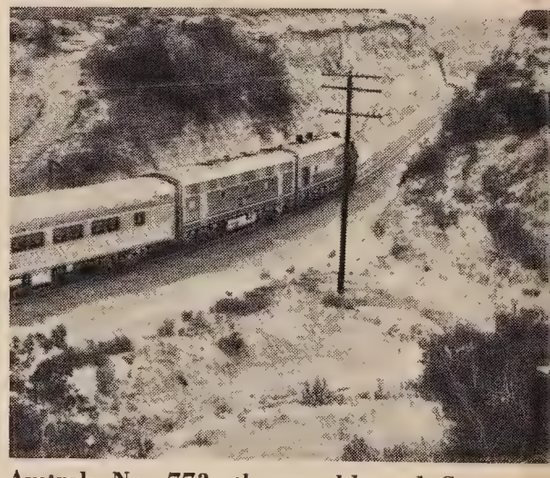
Mr. Volpe calls the record an "ugly fact." It's far worse than ugly. It's shameful to realize that in three quarters of a century a vehicle that has become such a vital part of our lives has also slaughtered more people than we have lost in all the wars in our history! The property damage, of course, can scarcely be reckoned.

POSSIBLY our Postal Service will soon be using more passenger trains for speedier delivery. By starting a few weeks ago to carry mail, Amtrak's Chicago-Seattle streamliner, the *Empire Builder* on the Burlington Northern system promptly cut a whole day off the travel time as taken by trucks. Furthermore, its better departure schedule is shortening mail delivery time a second day for many communities outside Chicago and Seattle. And through its connections at Chicago, the *Empire Builder* is rushing letters and parcel post from the East and Southeast.

ALSO OF INTEREST. Amtrak will restore passenger service through San Antonio to Laredo, Texas, and down into Mexico, according to Congressman Henry B. Gonzales, who says he got this good news directly from Amtrak President Lewis.

One of our favorite correspondents, Henry R. Korman, 3050 Maryland St., Longview, Wash. 98632, writes: "Amtrak officials promised to provide a nation-wide equitable fare system. Maybe they are still working on the idea, but many inequities still exist. For example, it is 44 miles from Boston, Mass., to Providence, R.I.; one-way coach fare is $2.50. From Boston to Worcester, Mass., is the same distance, but the fare is $3.25. Similar cases are found elsewhere." ●

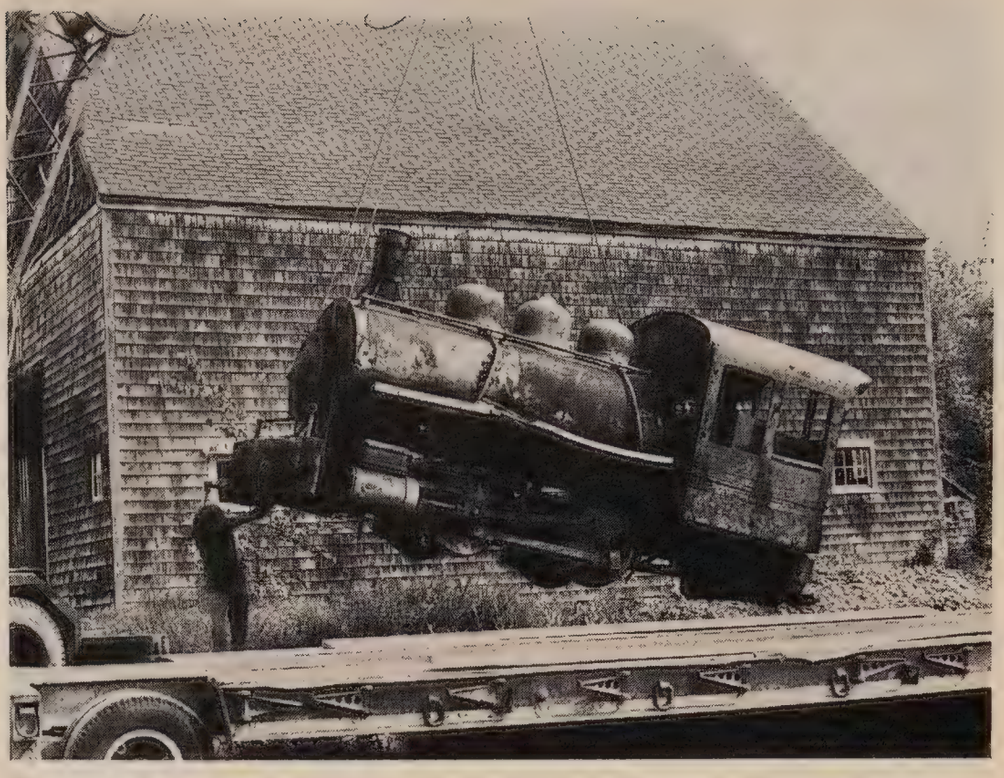
Railfanette Elizabeth Allen of Montreal had just detrained from CP Rail's top passenger train The Canadian last July when she noticed the bilingual warning sign against crossing the right-of-way.
C.P. Doval, Quebec



Amtrak No. 773, the northbound San Diegan, looks like the Santa Fe of old as train starts down grade to nearby Del Mar, Calif., in early May, 1972.
Lt. J.L. MacMichael, USN, 87 Jefferson Rd., Princeton, N.J. 08540

Mike Eagleson

IN SEARCH OF STEAM



Weather-beaten Maine barn serves as back drop for narrow-gage 0-4-0T, bought by Mrs. Cramer for restoration and donation to Camden-Rockport Historical Society.
Collection of Mrs. Ambrose C. Cramer.

LOUD PROTESTS against pollution of the air by the relatively few steam locomotives that still operate in this country are being heard far and wide, while the same critics say very little or nothing about deadly fumes from the exhaust of automobiles, buses, and trucks. Steamtown U.S.A. at Bellows Falls, Vt., was the first tourist operation to be seriously threatened by state action. That was two years ago, when Steamtown's one operating engine was accused of fouling the air.

Also in upper New England, the long-established Mt. Washington Railway, a historic landmark, has been ordered by New Hampshire officials to stop its locomotive stacks from emitting smoke, on penalty of having the mountain-climbing line shut down completely. This disconcerting news comes just after the cog railway began using a new home-built steamer named *Colonel Teague* after its late longtime president, Arthur Teague.

The State Air Pollution Control Commission has given the cog railway until next year to find a way to prevent its ten operable coalburning locos and its steam-powered water pumphouse from sending forth that pungent black smoke which some rail photographers love. The pumphouse is a state facility not for railroad use. We hope the New Hampshire Legislature will permit the line to keep operating.

I personally think this threat is uncalled for. Mt. Washington is in one of the most remote parts of New England, and the railway operates only about three months a year to the top of a high mountain peak nowhere near a large community. Visitors must travel far just to see and hear these tiny cog locos treading their way slowly up to the weather station and hotel atop Mt. Washington. It is a major tourist attraction bringing tens of thousands of tourist dollars into the state annually. To give this isolated little steam line a pollution ban would be a thoughtless mark against a Legislature which lets highway vehicles emit their noxious fumes at will, not to mention the death and injury toll of automobiles.

ALAN PEGLER, 52-year-old British industrialist, whom I first met in New York some time ago in connection with publicity for the steam-powered *Flying Scotsman* before he brought her to North America, has spent a million dollars on this train and now he may not be able to afford the luxury of keeping her. This tourist attraction failed in San Francisco when Pegler was forced to leave a choice location at Fisherman's Wharf.

Negotiations are under way to move the train to Southern California for inclusion in a subdivision around the once-famous ocean liner *Queen Mary*, now converted into a convention center and tourist spot at Long Beach. But Alan Pegler must plead his case in a London bankruptcy court, "temporarily" broken financially because of his romantic attachment to a steam engine.

Pegler first sat in the *Scotman's* shiny cab as a youngster probing the yards at Doncaster with his father. She was special even then. Forty years ago the *Scotsman* roared through the 100 mile-an-hour barrier to make her mark in history. For decades she highballed between Edinburgh and London, utilizing a unique coal-tender car that enabled two crews to stay aboard. They changed shifts while the giant wheels gobbled up mile after mile.

Now No. 4472 is the lone survivor of 81 engines of her type. She sits cold and silent on a rail siding at Sharpe Army Depot, five miles south of Stockton, California. She's been there since August.

Pegler purchased the entire train in 1963 for $8,000, saving her from the scrap pile. He brought her to the U.S. in 1969 and embarked on a cross-country promotion tour terminating in San Francisco, where she went on display at Fisherman's Wharf. But the train took up 93 parking spaces for autos, so merchants complained, and he had to move her away. "If the train had been allowed to stay there I would have been out of my personal hole," Pegler says. "She was starting to pay."

CONTRARY to an item in my October department, Mrs. Ambrose C. Cramer of Sea Street, Rockport, Maine 04856, is *not* starting a tourist railroad, although, as I stated, she does own a steam switcher, a narrow-gage 0-4-OT. She bought the engine because of its resemblance to those which operated in Rockport around the turn of the century when a slim-gage railroad connected "Limestone Corner" with the waterfront lime kilns. This loco will be donated to the town as part of a historic restoration project. It is to be a memorial to her late husband, a holder of the French Legion of Honor from World War I and founder of the Maine Federation of Historic Societies.

Mr. Ambrose had the lime kilns and surrounding area declared a national landmark. A grant from the U.S. Department of the Interior, to be matched by local funds, is expected by the town for this project. The widow was inspired by reading article on the limerock railroad in *Down East Magazine*, written by Linwood W. Moody of Union, Maine, an authority on narrow-gage lines and contributor to *Railroad*. That started her search for an engine, a search which included an ad in our

Fireboys, yes, but firegals? Catherine Newsome, an 18-year-old Arts student at University of Manitoba, may be the world's youngest and only gal tallow-pot, does her thing for Prairie View Central, operating out of Winnipeg.
Stanley A. Svihla, 109 Cornelius Pkwy., Toronto 389, Ont., Canada

The engineer and fireman of this big class 012 Pacific are looking for the conductor's signal, and in a few minutes they will be blasting out of Munster for Norddeich, West Germany, on May 31, 1972. This class is the largest steam passenger locos remaining in service in West Germany today. They have three cylinders, 80 drivers, roller-bearing side rods, and ten-wheel oil tenders.
Eric S. Hillyer, 610 69th Ave., St. Petersburg Beach, Fla.

magazine. Bruce Wilson of Weymouth, Mass., answering the ad, told her about a 36-inch-gage switcher owned by a salvage company in Sykesville, Pa. Mrs. Cramer flew down there, bought the battered old loco, and had it shipped to Rockport on a large flatbed truck. Now, with Linwood Moody's help, it is being restored by the Camden-Rockport Historical Society.

A SMALL standard-gage steam locomotive is wanted by George Mulherin, Box 13, Presque Isle, Maine 04769, who is putting together a two-mile line. Until he gets one he is using several 15-ton Plymouth gasoline locos.

PACIFIC NORTHWEST Chapter of NRHS is seeking two steam whistles stolen from locos under their care. The engines are ex-Southern Pacific 4-8-4 No. 4449 and ex-Spokane, Portland & Seattle 4-8-4 No. 700, both displayed in Oaks Park at Portland, Oregon. Anyone having any info should phone "Chuck" Storz: 289-4529. All tips will be kept strictly confidential. A $25 reward will be paid for their recovery.

WORK PROGRESSES on ex-Louisville & Nashville 4-6-2 No. 152 at the Kentucky Railway Museum, Louisville. This month's *Interesting Railfan*, Bill Purdie, Southern Railway's master mechanic of steam operations, has examined the small Pacific and happily reports she has many more miles left in her. Superheaters, flues, and pumps have been removed for repair and replacement, reports Paul Willenbrink, editor of the *Louisville Steam News*, 300 Chelsea Rd., Lousville, Ky. 40207. When restoration is complete, we hope the very last remaining example of an L&N 4-6-2 will be used on day-long excursions through scenic Kentucky.

EX-CANADIAN NATIONAL 2-6-0 No. 89, long on the books of Vermont's Green Mountain Ry., is getting a complete overhaul at the Strasburg R.R. shops. As mentioned in my column a few months back, the Mogul was caught in tropical storm Agnes and water completely covered her stack, causing much damage. The tender which once proudly heralded the red and gold emblem of Canadian National now has *Strasburg* painted on it. This 2-6-0 should be running next summer on the nation's oldest operating short line, reports the well-informed L. P. Cummings, 129 Nevin St., Lancaster, Pa. 17603. He tells us also that Wanamaker, Kempton &

Southern's 0-4-0T, with a tender added, recently starred in the Hess Department store's fashion show at Kempton, Pa. With all those feminine beauties on parade, I'll bet the rail-fans had trouble keeping their eyes on the little old saddletanker.

ANOTHER rare Heisler steam loco has been preserved. Jack Rogers of National, Wash., has purchased Broughton Lumber Co. No. 2, which had been a sitting derelict for 30 years at its mill in Willard. The lumber company used to haul logs to the mill but was abandoned in the 1930's. The Heisler had been left in the woods but later was dragged to the mill site. Years afterward, Oregon Lumber Co., on the other side of the Columbia Gorge at Dee, Wash., broke the crankshaft on its Heisler and acquired the one on the Broughton engine as a replacement. Rust, time, and careless pushing around by a bulldozer damaged this antique steam loco. Jack wants to make her operational again but needs a crankshaft and many other parts. This news comes from *The Trainmaster*, issued by an NRHS chapter, Rm. 1, Union Station, 800 N.W. 6th Ave., Portland, Ore.

ROYAL HUDSON No. 2839, now under total rebuilding in eastern Pennsylvania, celebrated her 35th birthday this past September. The Atlantic Central Steam Co., which has leased the streamlined engine, was host to owners of The Royal Hudson Locomotive Co., Ltd., and several volunteer workers who are devoting much time to speed her restoration for operating on mainline excursions. At a recent work session, the last of the 4-6-4's superheater elements were removed for separate testing and repair. Still urgently needed are a pair of valve gear union links to replace those which disappeared during the nine-year storage period in Canada. Also wanted is a Canadian Pacific H-1c class tender plate from which Atlantic Central could make copies for No. 2839's tender. Contact president Bob Spanagel, 607 Baldwin Ave., Norristown, Pa. 19403.

FORTY YEARS and 500 miles later, Tom Bateman is overseeing the refurbishing of old No. 60,000 in her brick and mortar cage at Franklin Institute in Philadelphia, Pa. Back in 1926, when the loco came off the Baldwin production line, Tom was there as an apprentice engineer. Now he and 11 other volunteers, answering a call for help, have started on the restoration. After moving back and forth 500 miles in 16-foot spurts along her track in the museum during the years, her bearings gave way with age, threatening the black beauty with eternal immobility.

Montpelier & Wells River Eight-wheeler No. 14 at Montpelier, Vt., in long ago '35.
Dick Hanschka, 54 Maple Ave., Bloomfield, Conn. 06002

The loco was built by Baldwin as an experimental model. During her operating life she traveled about 100,000 miles around the country, but for some reason, she never caught on. The 60,000 was meant to have been the latest thing in steam engines, but after only six years she was turned over to the museum for $1 to become Baldwin's Edsel.

"I'm one of a very few left who worked on this loco," Tom says, pulling his engineer's cap low on his forehead. "As soon as I saw her, everything came back to me, and I knew what to do to restore her. This is far more interesting for me than sitting around my house."

BOOK OF THE MONTH, so far as I am concerned, is *Steam Nostalgia*, subtitled *Locomotive ..and ..Railway Preservation in Great Britain*, by Sir Gerald Nabarro, president of the Worcester Locomotive Society and chairman of Severan Valley Railway Co. Ltd., in England.

Sturdily bound and printed on high-quality paper, it has 270 pages, 6x9", with 160 photos, drawings, and maps, including a full-color frontispiece and a full-color jacket photo, and 39 pages of roster information, etc. The publisher is Routledge & Kegan, London and Boston. Their price is $21.75, but this book may be had from *Railroad Magazine* Book Service for $20.65. Sir Gerald is well qualified to handle his subject, being personally active in rescuing British locos from oblivion. Readers interested in such a hobby will enjoy the well-written text matter and many illustrations in *Steam Nostalgia*. ●

Class 001 Pacific No. 211-2 gets her smokebox cleaned out at Hof, West Germany, June 1, 1972. Only twenty of this type remain in service, all running from Hof.
Photograph by Eric S. Hillyer

Short Lines of Illinois

Motive Power Roster Compiled by Sy Reich

Elgin, Joliet & Eastern Ry. No. 126 2000-hp BW DT 6-6-2000 was built in 1950.

Sy Reich, P.O. Box 2341, New York, N.Y. 10001

Railroad Class	Road Numbers	HP	Builder	Builder's Model	Wheel Arngt.	Tractive Effort	Weight	Date	Notes
Alton & Southern Railroad									
—	28-30	1500	Alco-GE	RS-2	B-B	75,500	251,640	1947	1, 126
—	31	1500	Alco-GE	RS-2	B-B	75,500	251,640	1947	1, 126
—	32; 33 (1st); 34-35	1500	Alco-GE	RS-2	B-B	75,500	251,640	1947	1, 126
—	36-38	1500	Alco-GE	RS-2	B-B	75,500	251,640	1947	1, 126
—	39	1500	Alco-GE	RS-2	B-B	75,500	251,640	1947	1, 126
—	40-41	1500	Alco-GE	RS-2	B-B	75,500	251,640	1948	1, 126
—	42	1500	Alco-GE	RS-2	B-B	75,500	251,640	1948	1, 126
—	33 (2nd)	1500	Alco-GE	RS-2	B-B	62,500	250,000	1949	125, 126
—	43	1600	Alco-GE	RS-3	B-B	78,000	247,900	1950	126
—	44	1600	Alco-GE	RS-3	B-B	78,000	248,830	1953	126
—	45	1600	Alco	RS-3	B-B	62,120	248,490	1956	126
—	46-48	1500	Alco-GE	RS-2	B-B	?	?	1948	1, 2, 126
—	49	1500	Alco-GE	RS-2	B-B	?	?	1948	1, 2, 126
—	50	1500	Alco-GE	RS-2	B-B	?	?	1948	1, 3, 126
—	51	1500	Alco-GE	RS-2	B-B	?	?	1949	1, 4, 126
—	52	1500	Alco-GE	RS-2	B-B	?	?	1948	1, 4, 126
—	53	1500	Alco-GE	RS-2	B-B	?	?	1949	1, 4, 126
—	54	1500	Alco-GE	RS-2	B-B	?	?	1949	1, 4, 126
—	1034-1036	1500	Alco-GE	RS-2	B-B	75,500	251,640	1947	1, 126, 127
—	1037	1500	Alco-GE	RS-2	B-B	75,500	251,640	1947	1, 126 127
—	1038	1500	Alco-GE	RS-2	B-B	75,500	251,640	1947	1, 126, 127
—	1039-1040	1500	Alco-GE	RS-2	B-B	75,500	251,640	1947	1, 126, 127
—	1041-1043	1500	Alco-GE	RS-2	B-B	75,500	251,640	1947	1, 126, 127
—	1044	1500	Alco-GE	RS-2	B-B	75,500	251,640	1947	1, 126, 127
—	1045	1500	Alco-GE	RS-2	B-B	?	?	1948	1, 3, 126, 127
—	1046	1500	Alco-GE	RS-2	B-B	?	?	1948	1, 2, 126, 127
—	1047-1048	1500	Alco-GE	RS-2	B-B	75,500	251,640	1947	1, 126, 127
—	1049-1050	1500	Alco-GE	RS-2	B-B	?	?	1948	1, 2, 126, 127
—	1051	1500	Alco-GE	RS-2	B-B	?	?	1948	1, 4, 126, 127
—	1052	1500	Alco-GE	RS-2	B-B	75,500	251,640	1948	1, 126, 127
—	1053	1500	Alco-GE	RS-2	B-B	62,500	250,000	1949	125, 126, 127
—	1054	1500	Alco-GE	RS-2	B-B	?	?	1948	1,2,126, 127
—	1055	1500	Alco-GE	RS-2	B-B	?	?	1949	1, 4, 126, 127
—	1056	1500	Alco-GE	RS-2	B-B	?	?	1949	1, 4, 126 127
—	1057	1500	Alco-GE	RS-2	B-B	?	?	1949	1, 4, 126
—	1058	1600	Alco-GE	RS-3	B-B	78,000	247,900	1950	126
—	1059	1600	Alco-GE	RS-3	B-B	78,000	248,830	1953	126, 127
—	1060	1600	Alco	RS-3	B-B	62,120	248,490	1956	126, 127
—	1500-1505	1500	GM-EMD	SW1500	B-B	41,700	265,000	1969	
—	1506-1511	1500	GM-EMD	SW1500	B-B	41,700	265,000	1970	
—	1512-1517	1500	GM-EMD	SW1500	B-B	41,700	265,000	1971	
Aurora, Elgin & Fox River Electric									
—	5	300	GE	45-ton	B-B	22,500	90,000	1946	
Baltimore & Ohio Chicago Terminal									
SW-1	8416-8421	600	GM-EMD	SW1	B-B	49,500	196,500	1942	5, 128
NW-2	9509-9511	1000	GM-EMD	NW2	B-B	62,100	247,000	1943	6
SW-9	9600-9607	1200	GM-EMD	SW9	B-B	61,625	247,000	1952	7

Illinois Roster Notes

Rosters compiled from info. supplied by A&S mechanical supt., Naporano Iron & Metal, B&OCT chief mechanical officer-locomotive, BRC chief of motive power and purchasing agent, Erman-Howell Div. of Luria Steel & Trading, Green River Steel purchasing agent, George R. Silcott, Precision National traffic mgr., C&IM vice president and gen. mgr., IC chief mechanical officer, CSL sec.-treas. H. Bairstow Jr., CSL vice pres., GCW traffic mgr., Great Lakes Steel traffic mrg., CSS&SB asst. supt., EJ&E supt.-motive power, Whisler Equipment vice pres., South Shore Ry., General Standard Co., Chrome Crankshaft Co., Pullman-Standard manager of works, Northern Indiana Public Service Co. traffic agent, Material Service plant manager, GW's supvr.-oper. & transp., West India Fruit & Steamship Co., Port of Palm Beach asst. to port director, U.S. Sugar traffic mgr., FC&G pres., VS vice pres., Striegel supply & Equipment, PB&NE master mechanic, Bethlehem Steel locomotive foreman, D&NE pres., SR&N vice pres. and gen. mgr., GE service sales engineer, MN&S vice pres. and gen. mgr., U.S. Steel gen. foreman, T-SU gen. mgr., Joliet Railway Equipment, IN supt.-agent, IT chief mechanical officer, Weirton Steel gen. foreman, United Ry. Supply, Washington-Western Ry., Duval Sales gen. traffic mgr., GM&O chief mechanical officer, C&K Coal cost accountant, IHB master mechanic, PC gen. mechanical supt.-equipment res. & engring. planning, CRI&P mgr. operating contracts, Manufacturers mechanical supt., MI asst. vice pres.-engineering, TP&W asst. to pres., Nicholson Terminal & Dock purchasing agent, H. Bairstow & Co., and Big Rock Stone & Material accountant. Rosters are accurate as of the third quarter, 1972.

Locomotive builders: Alco-GE, American Locomotive Co.-General Electric Co.; Alco, American Locomotive Co.; GM-EMD, General Motors-Electrio Motive Div.; GE, General Electric Co.; GEIR, General Electric Co.-Ingersol Rand Co.; BW, Baldwin-Westinghouse; Alco Pr., Alco Products; LH, Lima-Hamilton; GM-EMC, General Motors-Electro Motive Corp.; WH, Westinghouse Electric Co.; BLHW, Baldwin-Lima-Hamilton-Westinghouse; Dav-Bes, Davenport-Bessler; FM, Fairbanks-Morse.

(1) These units upgraded to 1600 hp.

(2) A&S 46-49 originally Union Railroad 604-606, 609; then A&S 46-49.

(3) A&S 50 originally Youngstown & Northern 231; then A&S 50.

(4) A&S 51-54 originally Union Railroad 612, 607, 610, 611; then A&S 51-54.

(5) B&OCT 8416-8421 originally B&OCT 216-221, classed DS-3E; then B&OCT 8416-8421, classed SE-1; then reclassed SW-1.

(6) B&OCT 9509-9511 originally B&OCT 409-411, classed DS-4E; then B&OCT 9509-9511, classed SE-4; then reclassed NW-2.

(7) B&OCT 9600-9607 originally B&OCT 590-597, classed DS-17EC; then B&OCT 9600-9607, classed SE-6C; then reclassed SW-9.

(8) BRC 300, 302 sold to Erman-Howell, scrapped (6/21/58). BRC 303 sold to Luria Bros., scrapped (1/12/60). BRC 300 was purchased by C&WI for BRC.

(9) BRC 301 sold to Illinois Central (2/48), used for spare parts; scrapped by IC (5/50). BRC 301 was purchased by C&WI for BRC.

(10) BRC 304, 306 sold to Precision Engineering (5/25/65). 304 scrapped (1/67). 306 sold to Green River Steel Co., nernumbered 306 (1/67). BRC 305 sold to Relco Equipment (1972).

(11) BRC 401-402, 405 were traded to GM-EMD for BRC 524-526 (3/19/63, 6/4/63, 5/9/63). BRC 401-402, 405 were purchased by C&WI for BRC.

(12) BRC 450 scrapped (3/21/66). BRC 456-458 scrapped (1/28/65, 1/27/66, 1/27/66). BRC 451 sold to Precision National (1972), scrapped.

(13) BRC 500A,B-501A,B were upgraded to 2400 hp.

(14) BRC 474 scrapped (12/19/66).

(15) C&WI 250 sold to Purdy Co. (3/59), then to Acme Newport Steel, renum. 2. C&WI 251 sold to Purdy (6/59); then to Roscoe, Snyder & Pacific, renum. 300; then to Precision Engineering; scrapped.

(16) CHTT 104-105 sold to Joliet Ry. Equipment Co. (12/64), scrapped.

(17) CHTT 227-230, 242 are stenciled Chicago & Eastern Illinois. CHTT 229 was rebuilt in 1959 to a GP9M. CHTT 229 was traded to GM-EMD for CHTT 242.

(18) CR&I 8406 (1st), 8407 sold to Columbia Iron & Metal Co. for scrap. CR&I 8408-8411 sold to Lentz Iron & Steel Co. for scrap.

(19) CR&I 8400, 8403 were originally New York Central 574, 577 class DES-5a; then CR&I 574, 577; then CR&I 8400, 8403.

(20) CR&I 8406 (2nd) originally NYC 580, class DES-5b; then CR&I 580; then CR&I 8406 (2nd).

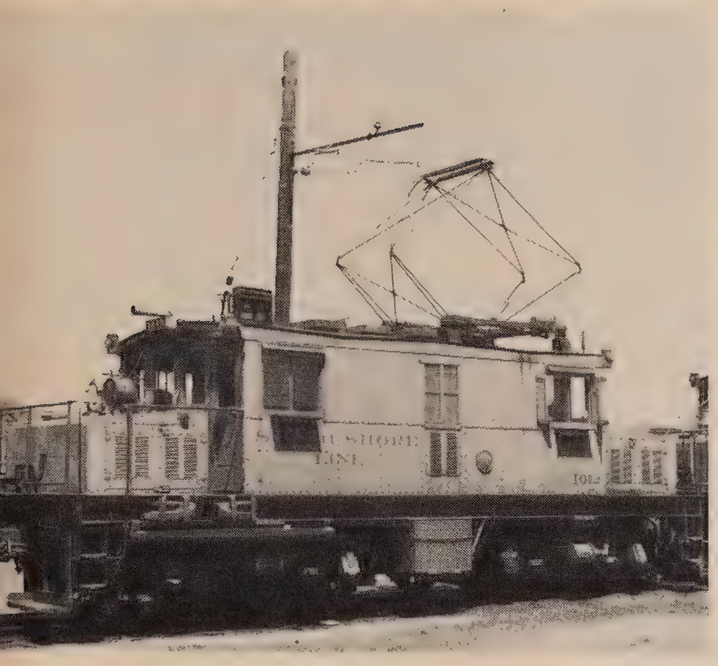
(21) CR&I 8420, 8430 originally NYC 594, 604, class DES-5c; then CR&I 594, 604; then CR&I 8420, 8430.

(22) CR&I 8437 originally NYC 611, class DES-5d; then CR&I 611; then CR&I 8437.

(23) CR&I 8444 originally NYC 618, class DES-5e; then CR&I 618; then CR&I 8444.

(24) CR&I 8453, 8459 originally NYC 655, 661, class DES-6b; then CR&I 655, 661; then CR&I 8453, 8459.

(25) CR&I 8481 originally NYC 684, class DES-



Elderly South Shore Line No. 1012 WH built in 1930.

Chicago, West Pullman & Southern 44 GM-EMD SW8 was built in '52.

Photographs by Sy Reich

6d; then CR&I 684; then CR&I 8481; then retired (9/69).

(26) CR&I 8498 originally NYC 702, class DES-6g; then CR&I 702; then CR&I 8498.

(27) CR&I 8836-8841 originally NYC 8836-8841, class DES-16b; then CR&I 8836-8841. CR&I 8837, 8839 sold to Penn Central, renumbered 8837, 8839 (4/72).

(28) CR&I 9800-9803, 9805-9807, 9810-9816 sold to Marco Iron & Supply Co. for scrap. CR&I 9804, 9809, 9808, 9817-9820 scrapped.

(29) CSL 24-25 originally Duluth, Missabe & Iron Range 24-25; then CSL 24-25 (1962); then Great Lakes Steel 56-57 (1970).

(30) CSL 26-27 originally Mississippi Central 208, 204; then CSL 26-27 (1964, 1965).

(31) CSL 201 sold to Garden City Western, renumbered 202.

(32) CSL 601 originally Bamberger Railroad 601, then CSL 601 (1959); sold to Cargill (1968).

(33) CSS&SB 601 originally Buffalo Creek 42, then CSS&SB 601 (1955).

(34) CSS&SB 701-707 were rebuilt from New York Central 308 (5/25/55), 314 (10/12/55), 303 (3/23/56), 343 (9/10/56), 340 (5/31/57), 341 (6/11/58), 342 (5/15/68). These were originally numbered NYC 1208, 1214, 1203, 1243, 1240, 1241, 1242, class R-2. NYC 318, 334, 335, originally NYC 1218, 1234, 1235, were scrapped (1969, 1970, 1970). CSS&SB purchased all units from NYC in 1955.

(35) CSS&SB 801-803 originally built for Russia but undelivered. CSS&SB bought them in 1949.

(36) CSS&SB 900-903 originally IC 10000-10003, then CSS&SB 900-903 (1941); scrapped (11/65).

(37) CSS&SB 1010-1014 scrapped. CSS&SB 1011-1013 sold to George R. Silcott (3/67), then to Precision Engineering, which scrapped them.

(38) CWP&S 40-41 (1st) are no longer on roster.

(39) CWP&S 42 rebuilt by GM-EMD (1967).

(40) CWP&S 43-48 are owned by International Harvester.

(41) CWP&S 49-50 originally Detroit, Toledo & Ironton 910-911, then CWP&S 49-50. CWP&S 49 sold to George R. Silcott, then resold to Weyerhaeuser Co., renumbered D-10 (1969); then to Texas, Oklahoma & Eastern, renumbered D-10.

(42) CWP&S 51-52 originally Mississippi Central 210, 208, then CWP&S 51-52 (1964). IC also claims to own ex-Mississippi Central 210!

(43) EJ&E 100 scrapped (11/30/61).

(44) EJ&E 101-117 were rebuilt, renumbered 701 (4/24/57), 702 (10/15/60), 903 (2/8/56), 704 (12/21/60), 705 (9/16/57), 906 (5/13/58), 707 10/16/56), 708 (12/12/56), 909-910 (1/13/57), 5/31/58), 711 (1/2/58), 912 (5/12/56), 913 (6/28/58), 914 (7/16/58), 915 (7/31/56), 916 (3/21/58), 717 (10/5/62). EJ&E 118 sold to Industrial Maintenance Service (12/66). EJ&E 119-125 rebuilt, renumbered 919 (6/28/57), 920 (2/28/58), 921 (4/13/57), 722 (3/3/61), 723 (2/13/57), 924 (1/24/58), 925 (10/16/58).

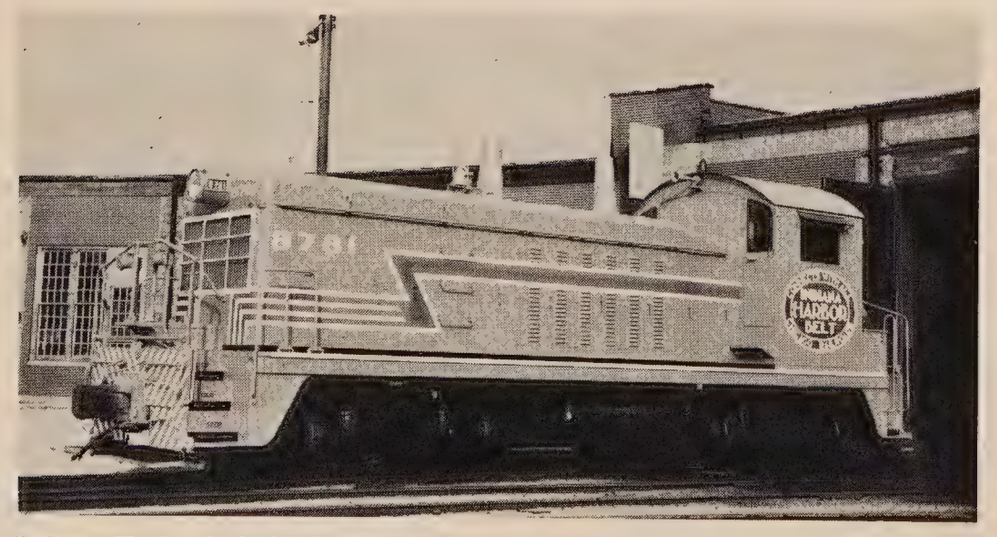
(45) EJ&E 126 originally Baldwin demonstrator 2001, then EJ&E 126, then rebuilt, renumbered 726 (6/21/61).

(46) EJ&E 200 sold to Witte Gravel Co. (7/1/55). EJ&E 201, 204 sold to Whisler Equipment Co. (10/13/59). EJ&E 202-203 rebuilt to hump trailers T-3 and T-4 (7/54, 1/57). EJ&E 205 sold to Cuyahoga Valley, renumbered 600 (12/1/55); then traded to GM-EMD for new CV power (12/66).

(47) EJ&E 206 sold to South Shore Ry. (8/13/55). EJ&E 207 sold to Georgia & Florida (4/25/55), re-

Railroad Class	Road Numbers	HP	Builder	Builder's Model	Wheel Arngt.	Tractive Effort	Weight	Date	Notes
Belt Railway of Chicago									
200	300	600	Alco	HH 600	B-B	50,750	203,000	1934	8
301	301	600	GEIR	box cab	B-B	54,000	216,000	1930	9
300	302	600	Alco	HH 600	B-B	50,750	203,000	1935	8
300	303	600	Alco	HH 600	B-B	49,750	199,000	1935	8
304	304	660	Alco-GE	S1	B-B	49,500	199,000	1941	10
304	305-306	660	Alco-GE	S1	B-B	49,500	199,000	1942	10
400	400	1000	Alco-GE	S2	B-B	58,100	232,400	1941	
401	401	1000	Baldwin	VO 1000	B-B	59,520	238,080	1942	11
401	402	1000	Baldwin	VO 1000	B-B	61,430	245,730	1944	11
400	403	1000	Alco-GE	S2	B-B	58,100	232,400	1944	132
400	404	1000	Alco-GE	S2	B-B	58,100	232,400	1947	
401	405	1000	BW	DS 4-4-1000	B-B	60,640	242,570	1947	11
400	406	1000	Alco-GE	S2	B-B	58,100	232,400	1948	132
400	407	1000	Alco-GE	S2	B-B	58,100	232,400	1949	132
400	408-411	1000	Alco-GE	S2	B-B	58,100	232,400	1950	133
420	420	900	Alco Pr.	S6	B-B	61,815	247,260	1957	
450	450-458	1500	Alco-GE	RS-2	B-B	62,150	248,600	1949	12
470	470-471	1500	GM-EMD	GP7	B-B	61,970	247,860	1951	
470	472-475	1500	GM-EMD	GP7	B-B	61,970	247,860	1951	14
470	476-477	1500	GM-EMD	GP7	B-B	61,970	247,860	1952	
480	480	1750	GM-EMD	GP9	B-B	61,550	246,190	1956	
480	481	1750	GM-EMD	GP9	B-B	61,550	246,190	1956	
490	490-495	2000	GM-EMD	GP38-2	B-B	70,000	280,000	1972	130
500	500A 501A,B	2000	GM-EMD	TR2	(B-B)X (B-B)	123,680	494,700	1949	13, 131
500	502A 506A,B	2400	GM-EMD	TR4	(B-B)X (B-B)	123,470	493,880	1950	131
500	500-501	1000	GM-EMD	TR2A	B-B	61,880	247,520	1949	13, 131
500	502-506	1200	GM-EMD	TR4A	B-B	61,880	247,520	1950	131
500	510-511	1000	GM-EMD	TR2B	B-B	61,880	247,520	1949	13, 131
500	512-516	1200	GM-EMD	TR4B	B-B	61,880	247,520	1950	131
520	520-521	1200	GM-EMD	SW9	B-B	61,690	246,770	1951	
520	522-523	1200	GM-EMD	SW9	B-B	61,690	246,770	1951	
520	524-526	1200	GM-EMD	SW1200	B-B	61,970	247,900	1963	11
530	530	1500	GM-EMD	SW1500	B-B	65,490	261,960	1967	
530	531-532	1500	GM-EMD	SW1500	B-B	65,490	261,960	1968	
600	600-602	2400	Alco Pr.	DL-640A	B-B	68,000	272,000	1965	
600	603-605	2400	Alco Pr.	DL-640A	B-B	68,000	272,000	1966	
Chicago & Illinois Midland Railway									
SW-12	18	1200	GM-EMD	SW1200	B-B	60,930	246,860	1955	
SW-12	19	1200	GM-EMD	SW1200	B-B	60,890	246,700	1955	
SW-12	20-23	1200	GM-EMD	SW1200	B-B	61,340	248,500	1955	
RS-13	30-31	1325	GM-EMD	RS1325	B-B	60,070	244,580	1960	
SD-9	50-54	1750	GM-EMD	SD9	C-C	89,690	369,880	1955	
SD-18	60	1800	GM-EMD	SD18	C-C	90,980	374,760	1961	
SD-18	61	1800	GM-EMD	SD18	C-C	88,950	366,640	1962	
Chicago & Illinois Western Railroad									
—	101	1200	GM-EMD	SW7	B-B	60,823	243,290	1950	
—	102-103	1200	GM-EMD	SW7	B-B	60,913	243,650	1950	
—	104	1200	GM-EMD	SW9	B-B	60,785	243,140	1951	
Chicago Heights Terminal Transfer Railroad									
—	92-93	1500	GM-EMD	GP7	B-B	63,600	254,400	1951	135
—	94	1500	GM-EMD	GP7	B-B	63,750	255,000	1951	135
—	104-105	660	Alco-GE	S1	B-B	49,500	202,150	1942	16
—	132-133	1200	GM-EMD	SW7	B-B	60,720	242,890	1950	135
—	227-228	1500	GM-EMD	GP7	B-B	62,658	250,630	1950-1	17, 135
—	229-230	1500	GM-EMD	GP7	B-B	62,658	250,630	1951	17, 135
—	242	2500	GM-EMD	GP35	B-B	61,870	247,480	1964	17, 135
—	650	2500	GM-EMD	GP35	B-B	64,960	259,845	1964	135
—	1208-1209	1200	GM-EMD	SW7	B-B	61,555	246,220	1950	135

Railroad Class	Road Numbers	HP	Builder	Builder's Model	Wheel Arngt.	Tractive Effort	Weight	Date	Notes
Chicago & Western Indiana Railroad									
——	250-251	1000	GM-EMD	NW2	B-B	62,500	249,000	1947	15
——	252-255	1000	Alco-GE	RS-1	B-B	72,000	251,000	1949	
——	256-259	1000	Alco-GE	RS-1	B-B	72,000	251,000	1949	134
——	260-263	1000	Alco-GE	RS-1	B-B	72,000	251,000	1950	134
Chicago Produce Terminal *(owns no locomotives)*									
Chicago River & Indiana Railroad									
DES-15b	8406 (1st), 8407-8411	1200	LH	yard sw.	B-B	61,750	247,000	1951	18
ES-6	8400,8403	600	GM-EMC	SW1	B-B	51,625	206,500	1939	19
ES-6	8406 (2nd)	600	GM-EMD	SW1	B-B	48,925	195,700	1943	20
ES-6	8420	600	GM-EMD	SW1	B-B	49,000	196,000	1949	21
ES-6	8430	600	GM-EMD	SW1	B-B	49,000	196,000	1949	21
ES-6	8437	600	GM-EMD	SW1	B-B	49,150	196,600	1950	22
ES-6	8444	600	GM-EMD	SW1	B-B	49,850	199,400	1950	23
ES-6	8453, 8459	600	GM-EMC	SW1	B-B	55,525	222,100	1939	24
ES-6	8481	600	GM-EMD	SW1	B-B	55,775	223,100	1941	25
ES-6	8498	600	GM-EMD	SW1	B-B	55,875	223,500	1942	26
ES-12	8836-8841	1200	GM-EMD	SW7	B-B	61,625	246,500	1950	27
DES-19a	9800-9820	800	LH	yard sw.	B-B	57,200	228,800	1951	28
Chicago Short Line Railway									
——	24-25	1200	GM-EMD	SW9	B-B	62,000	246,660	1953	29
——	26-27	1200	GM-EMD	SW9	B-B	62,000	248,000	1953	30
——	30	1500	GM-EMD	SW1500	B-B	?	?	1968	
——	31	1500	GM-EMD	SW1500	B-B	?	?	1971	
——	100	1000	Baldwin	VO 1000	B-B	62,500	250,000	1941	95
——	101	1000	Baldwin	VO 1000	B-B	62,500	250,000	1944	96
——	102	1000	Baldwin	VO 1000	B-B	62,500	250,000	1945	97
——	200	600	GM-EMD	SW1	B-B	50,000	200,000	1942	98
——	201	600	GM-EMD	SW1	B-B	49,500	198,000	1949	31
——	601	800	GM-EMD	SW8	B-B	52,500	210,000	1952	32
Chicago South Shore & South Bend Railroad									
——	601	600	GM-EMD	SW1	B-B	50,625	200,000	1940	33
——	701-703	2900	Alco-GE	electric	C+C	70,000	280,000	1930	34
——	704-707	2900	Alco-GE	electric	C+C	70,000	280,000	1930	34
——	801-803	5600	GE	electric	2-D+ D-2	101,500	546,000	1948	35
——	900-903	1600	WH	electric	B+B	50,000	200,000	1930	36
——	1010	1440	WH	electric	B+B	42,500	170,000	1928	37
——	1011-1013	1440	WH	electric	B+B	42,500	170,000	1930	37
——	1014	1440	WH	electric	B+B	42,500	170,000	1930	37
Chicago Union Station *(owns no locomotives)*									
Chicago, West Pullman & Southern Railroad									
——	40 (1st)	1000	Alco-GE	S2	B-B	69,630	232,100	1944	38
——	41 (1st)	1000	Alco-GE	S2	B-B	69,630	232,100	1949	38
——	40-41 (2nd)	800	GM-EMD	SW8	B-B	56,600	226,500	1951	136
——	42	800	GM-EMD	SW8	B-B	57,051	228,205	1951	39
——	43-44	800	GM-EMD	SW8	B-B	56,666	229,995	1952	40
——	45-46	800	GM-EMD	SW8	B-B	57,431	233,055	1952	40
——	47-48	1200	GM-EMD	SW9	B-B	60,805	246,550	1952	40
——	49-50	1000	GM-EMD	NW2	B-B	62,000	248,000	1948	41
——	51-52	1200	GM-EMD	SW9	B-B	62,000	248,000	1953	42
Davenport, Rock Island & North Western Railway									
——	1-2	660	Alco-GE	S3	B-B	59,700	198,000	1951-2	
——	3-4	660	Alco-GE	S3	B-B	59,700	198,000	1952	
——	5-7	660	Alco-GE	S3	B-B	59,700	198,000	1953	
East St. Louis Junction Railroad									
——	70-72	600	GE	70-ton	B-B	35,000	140,000	1948	137
——	73	600	GE	70-ton	B-B	35,000	140,000	1949	138
——	100	660	Alco-GE	S1	B-B	?	?	?	139



Indiana Harbor Belt 8781 GM-EMD NW2, 1000-hp, 61,750 t.f., was built in '49.
Photograph by Sy Reich

numbered 73; then scrapped (3/64). EJ&E 208 sold to South Shore Ry. (6/10/55). Both South Shore units sold to private industries.

(48) EJ&E 209 sold to Inland Steel (10/1/47), renumbered 74; then sold to Lipsett Steel (4/60), scrapped.

(49) EJ&E 210-211 sold to General Standard Co. (4/5/63), then sold to Relco Equipment. EJ&E 212 sold to Bran Back Equipment Co.

(50) EJ&E 213 was traded to GM-EMD for new power (2/21/67). EJ&E 214 sold to Pullman Standard, renumbered 57327 (4/65); then scrapped (1970).

(51) EJ&E 215 sold to George R. Silcott (4/24/63).

(52) EJ&E 216 sold to Chrome Crankshaft Co. EJ&E 217 was traded to GM-EMD for new power (2/21/67).

(53) EJ&E 221 retired (12/6/71). EJ&E 222 sold to Material Service Div. of General Dynamics, renumbered 49-0158 (12/28/67). EJ&E 223 was traded to Industrial Maintenance Service through Whisler Equipment for EJ&E 408 (2nd) (2/18/63).

(54) EJ&E 225 sold to Northern Indiana Public Service, renumbered MF-26 (7/10/64). EJ&E 226-228 retired (1/12/70, 3/30/72, 3/30/72). EJ&E 229 was traded to Industrial Maintenance through Whisler Equipment for EJ&E 408 (2nd) (1/30/63). EJ&E 229 resold to Tulsa-Sapulpa Union Ry., renumbered 229. EJ&E 230 sold to Material Service, renumbered 49-0157 (6/28/67).

(55) EJ&E 231, 233 sold to Great Western Ry., renumbered 62-63 (7/2/59). EJ&E 232 sold to Northern Indiana Dock (3/27/67). EJ&E 234 sold to Duluth & Northeastern, renumbered 32 (12/4/63). EJ&E 235 sold to Whisler Equipment (10/1/59). EJ&E 237 sold to U.S. Steel's American Sheet & Tin Mill, renumbered 43 (8/18/67).

(56) EJ&E 238-239 sold to the West India Fruit & Steamship Co. (7/22/59), then to Port of Palm Beach, renum. 238-239. PoPB239 resold to U.S. Sugar, renumbered 157; then resold to Naporano Iron & Metal, renumbered 157 (2/72). EJ&E 240 sold to Fernwood, Columbia & Gulf, renumbered 600 (6/11/59). EJ&E 241 sold to D&NE, renumbered 33 (1/9/64). EJ&E 242-244 retired (12/6/71), (5/18/70), (1/68). EJ&E sold to D&NE, renumbered 31 (12/4/63). EJ&E 246 sold to U.S. Steel American Sheet & Tin Mill, renumbered 44 (2/18/67).

(57) EJ&E 271 sold to Iron & Steel Products (5/9/55). EJ&E 272 sold to Baltimore & Ohio, renumbered 375, classed DS-21B (5/4/55); then renumbered B&O 8200, reclassed as SB-1; then traded to GM-EMD for SD35's.

(58) EJ&E 270 converted to hump trailer T-5 (9/30/64).

(59) EJ&E 400 sold to G&F, renumbered 91 (4/25/55), then scrapped (3/64). EJ&E 401 sold to Valdosta Southern, renumbered 955 (9/15/55).

(60) EJ&E 402 (1st) renumbered EJ&E 450, then sold to Youngstown & Northern in trade for Y&N 201, which became EJ&E 402 (2nd) (4/46). EJ&E 450 renumbered Y&N 217; sold to C. J. Langenfelder & Sons, renumbered 217 (5/56); then sold to Streigel Supply & Equipment, renumbered 212. Leased to W.A. Smith Contracting and used in construction of railroad at Waynesburg, Pa. Scrapped by Streigel.

(61) EJ&E 402 (2nd) originally Y&N 201; then EJ&E 402 (2nd) ('46); then Philadelphia, Bethlehem & New England 55 (7/6/55); then Bethlehem Steel 10 (1/71).

(62) EJ&E 405 sold to D&NE, renumbered 34 (3/13/64); then traded to GM-EMD for D&NE 35 (2/1/67).

(63) EJ&E 408 (1st) originally Y&N 202; then EJ&E 408 (1st) (4/46); then Marinette, Tomahawk & Western 408 (8/27/55); then Sabine River & Northern 408. This unit slated for donation to National Museum of Transport.

(64) EJ&E 408 (2nd) originally U.S. Navy 1923, then EJ&E 408 (2nd) (1/1/63). It was acquired through Whisler Equipment in trade for EJ&E 223 and 229.

(65) EJE 451 was traded to Y&N for Y&N 202, which became EJ&E 408 (1st) (4/46). EJ&E 451 became Y&N 218, sold to U.S. Steel, renumbered 80 (6/65). EJ&E 452 sold to U.S. Steel, renumbered 74 (7/64).

(66) EJ&E 453 sold to U.S. Steel, renumbered 69 (10/30/63).

(67) EJ&E 454 sold to U.S. Steel, renumbered 75 (7/64).

(68) EJ&E 455-457, 459-462 sold to U.S. Steel, renumbered 70, 76-77, 72-73, 78, 71 (7/64). U.S. Steel 77 was scrapped (1/70). EJ&E 458 sold to U.S. Steel renumbered 68 (10/30/63).

(69) EJ&E 482 sold to to Minneapolis, Northfield & Southern, renumbered 12 (12/3/54); then scrapped (1968).

(70) EJ&E 500-501 originally Bessemer & Lake Erie 401-402, then EJ&E 500-501 (3/56).

(71) EJ&E 700A-701A originally Baldwin 6001A, 6001A1; then EJ&E 700A-701A (1/1/50); then B&O 847, 849, class DF-9 (3/11/55); then B&O 4200-4201, class FB-1, B&O 4200 scrapped (1962). B&O 4201 traded to GM-EMD for SD35's. All were cab units.

(73) EJ&E 700B-701B originally Baldwin 6001B, 6001B1; then EJ&E 700B-701B (1/1/50); then B&O 847X, 849X, class DF-9X (3/11/55); then B&O 5200-5201, class FB-1X. B&O 5200 was traded to GM-EMD for SD35's. B&O scrapped (1962). They were booster units.

Railroad Class	Road Numbers	HP	Builder	Builder's Model	Wheel Arngt.	Tract. Effort	Weight	Date	Notes
				Elgin, Joliet & Eastern Railway					
—	100	2000	BW	DT 6-6-2000	C-C	108,990	363,300	1946	43
—	101-125	2000	BW	DT 6-6-2000	C-C	104,850	349,500	1948	44
—	126	2000	BW	DT 6-6-2000	C-C	106,425	354,750	1950	45
—	200-205	600	GM-EMC	SW	B-B	60,000	200,000	1936-7	46
—	206-208	600	GM-EMC	SW	B-B	60,000	200,000	1937	47
—	209	600	Alco	HH 600	B-B	59,000	195,200	1937	48
—	210-212	660	Alco	HH 660	B-B	65,200	197,500	1940	49
—	213-214	660	Alco-GE	S1	B-B	58,200	194,000	1940	50
—	215	660	Alco-GE	S1	B-B	59,850	199,500	1940	51
—	216-217	660	Alco-GE	S1	B-B	59,850	199,500	1941	52
—	220-224	600	GM-EMD	SW1	B-B	49,000	196,000	1940	53
—	225-230	600	GM-EMD	SW1	B-B	48,520	194,070	1940	54
—	231-237	600	GM-EMD	SW1	B-B	48,350	193,410	1940-1	55
—	238-246	600	GM-EMD	SW1	B-B	48,440	193,770	1941	56
—	270	660	Baldwin	VO 660	B-B	60,150	200,500	1940	58
—	271-272	660	Baldwin	VO 660	B-B	59,500	198,640	1941	57
—	300-307	1200	GM-EMD	SW1200	B-B	60,660	246,980	1960	
—	400-401	900	GM-EMC	NW1	B-B	75,000	250,000	1937	59
—	402 (1st)	900	Alco	HH 900	B-B	70,050	232,000	1937	60
—	402 (2nd)	900	GM-EMC	NC	B-B	75,000	250,000	1937	61
—	403-404	1000	GM-EMD	NW2	B-B	61,340	245,370	1940	
—	405-406	1000	GM-EMD	NW2	B-B	60,850	243,390	1941	62
—	407	1000	GM-EMD	NW2	B-B	61,340	245,350	1941	
—	408 (1st)	900	GM-EMC	NC	B-B	75,000	250,000	1937	63
—	408 (2nd)	1000	GM-EMD	NW2	B-B	61,820	247,280	1942	64
—	409-423	1000	GM-EMD	NW2	B-B	60,850	243,390	1947	
—	424-434	1000	GM-EMD	NW2	B-B	60,753	243,010	1949	
—	435-443	1000	GM-EMD	NW2	B-B	60,740	242,960	1949	
—	444-445	1000	GM-EMD	SW1001	B-B	60,281	246,682	1971	144
—	446	1000	GM-EMD	NW2	B-B	60,940	243,770	1947	140
—	447	1000	GM-EMD	NW2	B-B	62,000	248,000	1942	141
—	450	900	Alco	HH900	B-B	70,050	232,000	1937	60
—	451-452	1000	Alco-GE	S2	B-B	69,000	230,000	1940	65
—	453	1000	Alco-GE	S2	B-B	69,000	230,000	1940	66
—	454	1000	Alco-GE	S2	B-B	69,000	230,000	1941	67
—	455-461	1000	Alco-GE	S2	B-B	69,000	230,000	1944	68
—	462	1000	Alco-GE	S2	B-B	69,000	230,000	1948	68
—	475	1000	Baldwin	VO 1000	B-B	72,000	240,000	1941	
—	476-477	1000	Baldwin	VO 1000	B-B	71,395	237,980	1941	
—	478	1000	Baldwin	VO 1000	B-B	72,125	240,410	1944	
—	479-480	1000	Baldwin	VO 1000	B-B	72,040	240,130	1944	
—	481-482	1000	Baldwin	VO 1000	B-B	72,760	242,530	1944	69
—	483	1000	Baldwin	VO 1000	B-B	72,480	241,610	1944	
—	484	1000	Baldwin	VO 1000	B-B	72,850	242,830	1944	
—	500-501	1500	BW	DRS 6-6-1500	C-C	99,090	330,300	1949	70
—	600-602	1750	GM-EMD	SD9	C-C	87,050	355,080	1957	
—	603-605	1750	GM-EMD	SD9	C-C	94,590	388,350	1956	145
—	606	1750	GM-EMD	SD9	C-C	94,630	385,490	1957	145
—	607-610	1750	GM-EMD	SD9	C-C	94,300	384,170	1958	145
—	650-654	2000	GM-EMD	SD38	C-C	98,250	393,000	1970	
—	655	2000	GM-EMD	SD38	C-C	98,250	393,000	1970	
—	700A-701A	1500	BW	DR 4-4-1500	B-B	65,300	251,200	1949	71
—	700B-701B	1500	BW	DR 4-4-1500	B-B	63,775	255,100	1949	73
—	701-702, 704-705, 707-708, 711, 717, 722-723	2000	BW	DT 6-6-2000	C-C	89,785	359,140	1948	44, 74
—	726	2000	BW	DT 6-6-2000	C-C	89,500	358,000	1950	45
—	800-803	1500	Alco-GE	RS-2	B-B	62,500	250,000	1948	
—	804-809	1500	Alco-GE	RS-2	B-B	62,050	248,200	1949	142
—	903, 906, 909-910, 912-916, 919-921, 924-925	2000	BW	DT 6-6-2000	C-C	87,520	356,910	1948	44, 143
				Illinois Northern Railroad					
—	29-31	1000	Alco-GE	S4	B-B	56,955	227,820	1950	
—	32-34	1000	Alco-GE	S4	B-B	57,425	229,700	1951	
				Illinois Terminal Railroad					
—	700-703	1000	Alco-GE	S2	B-B	69,000	230,000	1948	75
—	704-705	1000	Alco-GE	S2	B-B	69,000	230,000	1948	75
—	706-711	1000	Alco-GE	S2	B-B	69,000	230,000	1950	75
—	725	800	GM-EMD	SW8	B-B	56,640	229,900	1950	76
—	751-753	1000	Alco-GE	RS-1	B-B	72,900	243,400	1948	77
—	754	1000	Alco-GE	RS-1	B-B	73,020	243,400	1950	77
—	755-756	1000	Alco-GE	RS-1	B-B	73,020	243,400	1950	77
—	775-786	1200	GM-EMD	SW1200	B-B	60,950	243,080	1955	78
ES 8	801	800	GM-EMD	SW8	B-B	57,500	230,000	1950	76
AS 10	1001-1004	1000	Alco-GE	S2	B-B	69,000	230,000	1948	75
AS 10	1005-1006	1000	Alco-GE	S2	B-B	69,000	230,000	1948	75
AS 10a	1007-1012	1000	Alco-GE	S2	B-B	69,000	230,000	1950	75
ARS 10	1051-1053	1000	Alco-GE	RS-1	B-B	72,900	243,000	1948	77
ARS 10a	1954	1000	Alco-GE	RS-1	B-B	73,020	243,400	1950	77
ARS 10a	1055-1056	1000	Alco-GE	RS-1	B-B	73,020	243,400	1950	77
ES 12	1201-1212	1200	GM-EMD	SW1200	B-B	72,020	248,080	1955	78
ERS 15	1501-1502	1500	GM-EMD	GP7	B-B	61,442	245,769	1953	79
ERS 15a	1503-1504	1500	GM-EMD	GP7	B-B	61,223	244,890	1953	79
ERS 15b	1505-1506	1500	GM-EMD	GP7	B-B	61,058	244,230	1953	79
EF 15	1507	1500	GM-EMD	F7B	B-B	60,150	240,600	1949	80
EF 15a	1508	1500	GM-EMD	F7B	B-B	58,295	233,179	1950	80
ES 15	1509-1515	1500	GM-EMD	SW1500	B-B	63,604	258,900	1970	
—	1600-1601	1500	GM-EMD	GP7	B-B	61,442	245,769	1953	79
—	1602-1603	1500	GM-EMD	GP7	B-B	61,223	244,890	1953	79
—	1604-1605	1500	GM-EMD	GP7	B-B	61,058	244,230	1953	79
ERS 23	2301-2306	2300	GM-EMD	SD39	C-C	93,246	387,300	1969	

(74) EJ&E 705 was traded to GM-EMD (2/21/67). EJ&E 707 sold to Industrial Maintenance Service (2/17/67). EJ&E 708, 723 sold to Joliet Ry. Equipment Co. (12/30/66), scrapped. The remaining units were retired: 701 (2/28/70); 702 (2/20/70); 704 (2/28/70); 711, 717 (2/28/70); 722 (10/1/71); 726 (2/28/70).

(75) IT 1001-1012 originally IT 700-711, then IT 1001-1012. IT 1001, 1003-1004, 1009, 1011 were traded to GM-EMD for new power. IT 1002, 1005-1008, 1010, 1012 were sold to Birmingham Rail & Locomotive. 1002, 1006, 1008 resold to Weirton Steel, renumbered 223, 225, 226. 1005 resold to Universal Atlas Cement. 1007 resold to United Ry. Supply, rebuilt, then resold to Dominion Steel & Coal. 1010 resold to Washington-Western RR., renumbered 1010. 1012 resold to Duval Sales Corp., renumbered 1012.

(76) IT 801 originally GM-EMD demonstrator 800, then IT 725 (1951), then IT 801.

(77) IT 1051-1056 originally IT 751-756, then IT 1051-1056. IT 1051, 1053-1056 sold to Gulf, Mobile & Ohio, renumbered 1051-1055. IT 1052 sold to C&K Coal Co., renumbered 58.

(78) IT 1201-1212 originally IT 775-786, then IT 1201-1212. IT 785 rebuilt.

(79) IT 1501-1506 originally IT 1600-1605, then IT 1501-1506.

(80) IT 1507-1508 originally Richmond, Fredericksburg & Potomac 1157, 1159; then Striegel Equipment 1157, 1159; then Precision Engineering 1157, 1159; then IT 1157, 1159; then IT 1507-1508; then were traded to GM-EMD for new power (1969).

(81) IHB 8715-8718 originally class DES-13c. IHB 8715 scrapped.

(82) IHB 8719-8739 originally class DES-13d. IHB 8733, 8735-8737 were traded to GM-EMD for new power.

(83) IHB 8774-8789 originally class DES-13g. IHB 8777 scrapped. IHB 8781 was traded to GM-EMD for new power.

(84) IHB 8790-8802 originally class DES-13h. IHB 8793 was traded to GM-EMD for new power. IHB 8794-8796 sold to NYC, renumbered 8794-8796; then inherited by Penn Central, renumbered 8794-8796.

(85) IHB 8811-8834 originally class DES-13k. IHB 8832 scrapped. IHB 8816, 8820 were traded to GM-EMD for new power.

(86) IHB 8835 originally class DES-16a.

(87) IHB 8836-8850 originally class DES-16b. IHB 8836-8841 sold to CR&I, renumbered 8836-8841. IHB 8842-8850 sold to NYC, renumbered 8842-8850; then inherited by PC, renumbered 8842-8850.

(88) IHB 8856-8879 originally class DES-16d. IHB 8872-8874 sold to NYC, renumbered 8872-8874; then inherited by PC, renumbered 8872-8874.

(89) IHB 9002-9008 originally class DES-16r.

(90) LS&BC 1-5, 7 are no longer on roster. LS&BC 5 sold to Pacific States Steel, renumbered 1. Then it was scrapped.

(91) LS&BC 3 formerly owned by Colorado Midland.

(92) LS&BC 4 formerly owned by Chicago Junction.

(93) LS&BC 7 originally Northeast Oklahoma 256, then LS&BC 7, then Ferguson & Edmondson Construction 1 (1952), then Pan American Engineering 1, then Eastern Gas & Fuel Associates 1, then Prolerized New England ? (5/67).

(94) Manufacturers 201-203 sold to Kansas City Southern, renumbered 1121-1123; then were traded to GM-EMD for new KCS power (11/66).

(95) CSL 100 sold to Youngstown Sheet & Tube, renumbered 100 (1959); then scrapped.

(96) CSL 101 sold to H. Bairstow & Co., where it became Indian Hill & Iron Range 301 (1964).

(97) CSL 102 sold to Dearborn Leasing Co. (1964); no longer on roster.

(98) CSL 200 sold to Union Tank Co., renumbered 200 (1962), then sold to Apex.

(99) MI 1028 originally MI 51, then MI 1028, then sold to Big Rock Stone & Material, renumbered 1028 (12/1/69).

(100) MI 1064 originally MI 61, then MI 960. Upgraded to 1600 hp., then repowered with GM-EMD engine to 1200 hp., renumbered 1064. Weight and tractive effort shown are as repowered.

(101) MI 1065-1067, 1069-1070, 1072-1073, 1079, 1081, 1091-1093, 1095 originally MI 62, 73, 64, 66-67, 69-72, 68, 74, 63, 65; then MI 961, 972, 963, 965-966, 968-971, 967, 973, 962, 964. Then they were re-engined with GM-EMD motors to 1200 hp., renumbered MI 1065-1067, 1069-1070, 1072, 1073, 1079, 1081, 1091-1093, 1095. Weight and tractive effort shown are as repowered.

(102) P&E 5612-5623 originally class DRS-4c.

(103) P&E 5624-5625 originally class DRSP-4d.

(104) P&E 8904-8910 originally class DES-16g.

(105) P&PU 100 sold to Keystone Steel & Wire for scrap.

(106) P&PU 300-301 sold to Preston W. Duffy & Sons, then to Weirton Steel, renumbered 216-217 (1965).

(107) PT 510 rebuilt by GM-EMD to an SW900, renumbered in CRI&P 550-563 and 900-914 series. No longer assigned to PT.

(108) TRRA class E-6 originally class D. TRRA 503 and 507 scrapped. TRRA 504 sold to Belton Railroad, renumbered 504. TRRA 501, 505, 506, 508 sold to H. Michaels, then to Columbus & Greenville, same numbers. TRRA 502 sold to Granite City Steel.

Chicago Heights Terminal Transfer No. 105 Alco-GE S1 660-hp was built in 1942.
Photograph by Sy Reich

Indiana Harbor Belt Railroad

ES-10m	8715-8718	1000	GM-EMD	NW2	B-B	62,075	248,300	1948	81
ES-10m	8719-8739	1000	GM-EMD	NW2	B-B	62,075	248,300	1948	82
ES-10m	8774-8789	1000	GM-EMD	NW2	B-B	61,750	247,000	1949	83
ES-10m	8790-8802	1000	GM-EMD	NW2	B-B	61,625	246,500	1949	84
ES-10m	8811-8834	1000	GM-EMD	NW2	B-B	61,750	247,000	1949	85
ES-12m	8835	1200	GM-EMD	SW7	B-B	61,800	247,200	1949	86
ES-12	8836-8850	1200	GM-EMD	SW7	B-B	61,625	246,500	1950	87
ES-12m	8856-8863	1200	GM-EMD	SW7	B-B	61,625	246,500	1950	88
ES-12	8864-8879	1200	GM-EMD	SW7	B-B	61,625	246,500	1950	88
ES-12m	9002-9008	1200	GM-EMD	SW9	B-B	61,600	246,400	1953	89
ES-15m	9200-9207	1500	GM-EMD	SW1500	B-B	62,410	249,650	1966	
ES-15m	9208-9215	1500	GM-EMD	SW1500	B-B	61,750	247,010	1967	
ES-15m	9216-9221	1500	GM-EMD	SW1500	B-B	61,265	245,060	1968	
ES-15m	9222	1500	GM-EMD	SW1500	B-B	62,285	247,140	1970	146

Joliet Union Depot *(owns no locomotives)*

La Salle & Bureau County Railroad *(all-time roster)*

—	1 (Hegelers Bull)	—	Baldwin	—	0-6-0	?	90,000	1890	90
—	2	—	Baldwin	—	0-6-0	?	184,000	1918	90
—	3	—	Baldwin	—	2-8-0	?	190,000	1923	90, 91
—	4	—	Baldwin	—	0-8-0	?	180,000	1926	90, 92
—	5	500	Plymouth	BU	B-B	42,000	140,000	1945	90
—	6	660	Baldwin	VO 660	B-B	50,000	200,000	1946	147
—	7	500	GE	80 ton	B-B	40,000	160,000	1941	93
—	8	800	BLHW	S8	B-B	57,500	230,000	1951	

Manufacturers Railway

—	201-203	1000	Alco-GE	HH 1000	B-B	59,700	238,800	1940	94
—	204	1000	Alco-GE	S2	B-B	69,000	231,500	1940	
—	205-206	1000	Alco-GE	S2	B-B	69,000	231,500	1941	
—	207	1000	Alco-GE	S2	B-B	69,000	231,500	1942	
—	208	1000	Alco-GE	S2	B-B	69,000	231,500	1944	
—	209	1000	Alco-GE	S2	B-B	69,000	231,500	1945	
—	210	1000	Alco-GE	S2	B-B	69,000	231,500	1948	
—	211	1000	Alco-GE	S2	B-B	69,000	231,500	1948	
—	212	1000	Alco-GE	S4	B-B	69,000	231,500	1951	

Missouri-Illinois Railroad

—	51	1000	GM-EMD	NW2	B-B	61,585	246,340	1949	99
—	61	1500	Alco-GE	RS-2	B-B	58,230	232,920	1949	100
—	62	1600	Alco-GE	RS-3	B-B	61,210	244,840	1951	101
—	63	1600	Alco-GE	RS-3	B-B	61,210	244,840	1951	101
—	64	1600	Alco-GE	RS-3	B-B	61,210	244,840	1952	101
—	65-66	1600	Alco-GE	RS-3	B-B	61,210	244,840	1953	101
—	67	1600	Alco-GE	RS-3	B-B	61,210	244,840	1953	101
—	68	1600	Alco-GE	RS-3	B-B	61,210	244,840	1953	101
—	69-70	1600	Alco-GE	RS-3	B-B	61,210	244,840	1954	101
—	71-74	1600	Alco	RS-3	B-B	61,210	244,840	1955	101
—	960	1500	Alco-GE	RS-2	B-B	58,230	232,920	1949	100
—	961	1600	Alco-GE	RS-3	B-B	61,210	244,840	1951	101
—	962	1600	Alco-GE	RS-3	B-B	61,210	244,840	1951	101
—	963	1600	Alco-GE	RS-3	B-B	61,210	244,840	1952	101
—	964-965	1600	Alco-GE	RS-3	B-B	61,210	244,840	1953	101
—	966	1600	Alco-GE	RS-3	B-B	61,210	244,840	1953	101
—	967	1600	Alco-GE	RS-3	B-B	61,210	244,840	1953	101
—	968-969	1600	Alco-GE	RS-3	B-B	61,210	244,840	1954	101
—	970-973	1600	Alco-GE	RS-3	B-B	61,210	244,840	1954	101
—	1028	1000	GM-EMD	NW2	B-B	61,585	246,340	1949	99
—	1064	1500	Alco-GE	RS-2	B-B	58,375	233,500	1949	100
—	1065	1600	Alco-GE	RS-3	B-B	60,360	241,440	1951	101
—	1066	1600	Alco	RS-3	B-B	60,360	241,440	1955	101
—	1067	1600	Alco-GE	RS-3	B-B	60,360	241,440	1952	101
—	1069-1070	1600	Alco-GE	RS-3	B-B	60,360	241,440	1953	101
—	1072-1073	1600	Alco-GE	RS-3	B-B	60,360	241,440	1954	101
—	1079, 1081	1600	Alco	RS-3	B-B	60,360	241,440	1955	101
—	1091	1600	Alco-GE	RS-3	B-B	60,360	241,440	1953	101
—	1092	1600	Alco	RS-3	B-B	60,360	241,440	1955	101
—	1093	1600	Alco-GE	RS-3	B-B	60,360	241,440	1951	101
—	1095	1600	Alco-GE	RS-3	B-B	60,360	241,440	1953	101

(109) TRRA class A-6 originally class D-1. TRRA 521-522 sold to Lipsett Steel. 521 resold to Joe Moody Equipment Corp. then to Luria Bros. & Co.; scrapped. 522 resold to Proler Steel, renum. 522.

(110) TRRA class B-6 originally class D-2. TRRA 531-534 scrapped.

(111) TRRA class E-10 originally class D-3.

(112) TRRA class A-10 originally class D-4.

(113) TRRA class B-10 originally class D-5. TRRA 591-596 were traded to GM-EMD for 1227-1233. TRRA 597-601 were traded to GM-EMD for 1234-1243. TRRA 602, 603 traded to GM-EMD for 1506-1511.

(114) TRRA class F-10 originally class D-6. TRRA 700-703 sold to Precision National.

(115) TRRA class L-12 originally class D-7. TRRA 1200-1205 were traded to GM-EMD for 1234-1243.

(116) TRRA class E-12 originally class D-9.

(117) TRRA 1227-1233 rebuilt from TRRA 591-596, 1200.

(118) TRRA 1234-1243 rebuilt from TRRA 597-601, 1201-1205.

(119) TRRA class B-12 originally class D-10. TRRA 1250-1253 were traded to GM-EMD for 1506-1511.

(120) TRRA class A-16 originally class D-8. TRRA 1600-1603 sold to Ferrocarriles de Langre en Asturia, Spain (1964).

(121) TP&W 100-101 originally GM-EMD demonstrators 291A1, 291B1, an F3A and an F3B; then TP&W 100, 100B. TP&W 100B rebuilt by the TP&W to a cab unit, renumbered 101. TP&W 100 was traded to GM-EMD for TP&W 700 (8/2/63). TP&W 101 was traded to GM-EMD for TP&W 600 (2/9/61).

(122) TP&W 300 originally Lima-Hamilton demonstrator 1000, then TP&W 300, then sold to Lipsett Steel (12/19/58), then resold to Nicholson Terminal & Docks, renumbered 16 (3/20/59).

(123) TP&W 301 sold to Acme Steel Co., renumbered LO-3 (10/29/58); then scrapped.

(124) TP&W 302 sold to H. Bairstow (12/4/58), then to Industrial Maintenance Service Co., then to Indian Hills & Iron Range, renumbered 302.

(125) A&S 33 (2nd) originally Texas Pacific-Missouri Pacific Terminal 23, then TP-MP 958, then Precision Engineering 958 (8/3/67), then A&S 33 (2nd).

(126) A&S 28-32, 34-39, 50, 46, 40-41, 47-48, 52, 42, 33 (2nd), 49, 51, 53-54, 43-45 were renumbered A&S 1034-1060.

(127) These A&S units no longer on roster: 1034-1039, 1041-1046, 1048-1056, 1059-1060.

(128) B&OCT 8420 sold to Naporano Iron & Metal (4/12/68), scrapped (1968). (There is no note 129.)

(130) These are probably GM-EMD's heaviest four-axle locomotives; designed to develop full horsepower at 8.2 mph.

(131) BRC 500A-506A renumbered BRC 500-506. BRC 500B-506B renumbered BRC 510-516.

(132) BRC 403, 406-407 sold to Hyman-Michaels (1968).

(133) BRC 408 sold to George R. Silcott (1972), then to General Electric (1972), then converted to mine coal loading loco and resold to Jewel Ridge Coal Co. as No. 1 (1972).

(134) C&WI 256, 260 sold to Manufacturers Equipment and George R. Silcott; then to Genessee & Wyoming, renumbered 43-44. G&W 44 sold to Eastman Kodak, renumbered 9. C&WI 257 sold to Precision National; then to Hartford & Slocumb, renumbered 257 (5/71). C&WI 261 sold to Precision National; then to Chattahoochee Industrial, renum. 116. C&WI 262 sold to G&W for spare parts.

(135) CHTT 132-133 renumbered CHTT 1208-1209. CHTT 227-228 renumbered CHTT 92-93. CHTT 230 renumbered CHTT 94. CHTT 92-94 rerated to 1600 hp. CHTT 242 renumbered CHTT 650. All CHTT units are leased to Chicago & Eastern Illinois.

(136) CWP&S 40-41 (2nd) originally Cincinnati Union Terminal 33-32, then CWP&S 40-41 (2nd).

(137) ESLJ 72 sold to St. Louis Grain, renumbered 72; then to Laurenburg & Southern, renumbered 72.

(138) ESLJ 73 sold to Associated Electric Coop, renumbered 73.

(139) ESLJ 100 sold to Union Starch & Refining, renumbered 100.

(140) EJ&E 446 originally Chicago, Indianapolis & Louisville 14; then Monon 14; then Industrial Maintenance Service 14 (1968); then EJ&E 446 (3/26/71).

(141) EJ&E 447 originally CIL 11, then Monon 11, then Industrial Maintenance Service 11 (1968), then EJ&E 447 (5/30/72).

(142) These EJ&E units were retired: 804 (3/30/72), 806 (3/26/71), 807 (3/30/72), 808 (3/26/71), 809 (3/30/72).

(143) EJ&E 913 retired (8/26/69).

(144) EJ&E 444-445 are leased from U.S. Steel.

(145) EJ&E 603-610 originally DM&IR 105, 107-108, 127, 133, 135, 147, 154; then leased by EJ&E, renumbered 603-606 (2/68), 607 (1/22/71), 608-610 (10/29/71).

(146) IHB 9222 originally GM-EMD 109, then IHB 9222.

(147) LS&BC 6 sold to Standard Gravel, renumbered 6.

(148) P&PU 200 originally Dav-Bes 2244, then Caterpiller Tractor ?, then P&PU 200 (2/25/39), then Iron & Steel Products ? (6/10/52), then Acme Newport Steel 2, scrapped (1968).

(149) These TP&W units sold to GM-EMD: 200 (10/25/65), 201 (11/1/65), 203 (11/19/65).

(150) TP&W 204 sold to Precision Engineering (2/24/68), scrapped.

Manufacturers Junction Railway

—	6	600	GM-EMD	SW1	B-B	?	?	1947	
—	7	600	GM-EMD	SW1	B-B	?	?	1953	

Paducah and Illinois Railroad *(owns no locomotives)*

ERS-15	5612-5623	1500	GM-EMD	GP7	B-B	61,550	246,200	1950	102
ERS-15	5624-5625	1500	GM-EMD	GP7	B-B	61,650	246,600	1950	103
ES-12	8904-8910	1200	GM-EMD	SW7	B-B	61,850	247,400	1950	104

Peoria & Pekin Union Railway

Peoria & Eastern Railway

D-1	100	600	Alco	HH 600	B-B	?	?	1936	105
D-2	200	720	Dav-Bes	DE100	B-B	52,500	210,000	1938	148
D-3	300	1000	Alco-GE	S2	B-B	69,570	231,900	1941	106
D-3	301	1000	Alco-GE	S2	B-B	69,330	231,100	1942	106
D-4	400-401	1000	GM-EMD	NW2	B-B	61,835	247,340	1947	
D-4	402-403	1000	GM-EMD	NW2	B-B	61,785	247,140	1948	
D-4	404-405	1000	GM-EMD	NW2	B-B	61,607	246,440	1949	
D-4-A	406-407	1200	GM-EMD	SW7	B-B	61,600	246,400	1950	
D-4-A	408-410	1200	GM-EMD	SW7	B-B	61,550	246,200	1950	
D-4-A	411-412	1200	GM-EMD	SW9	B-B	61,632	246,530	1951	
D-5	500	1200	GM-EMD	SW1200	B-B	?	?	1965	

Peoria Terminal

S-50	510	600	GM-EMC	SW	B-B	50,000	200,000	1937	107

Terminal Railroad Association of St. Louis

E-6	501-504	600	GM-EMD	SW1	B-B	49,950	199,500	1940	108
E-6	505-508	600	GM-EMD	SW1	B-B	49,950	197,300	1947	108
A-6	521-522	660	Alco-GE	S1	B-B	59,688	198,960	1941	109
A-6	523-524	660	Alco-GE	S1	B-B	49,755	199,020	1941	109
B-6	531-532	660	Baldwin	VO 660	B-B	61,194	203,980	1940	110
B-6	533-534	660	Baldwin	VO 660	B-B	49,256	197,520	1942	110
E-10	551-552	1000	GM-EMD	NW2	B-B	62,625	250,500	1940	111
E-10	553-555	1000	GM-EMD	NW2	B-B	62,588	250,350	1941	111
E-10	556-557	1000	GM-EMD	NW2	B-B	61,925	247,700	1943	111
E-10	558-563	1000	GM-EMD	NW2	B-B	62,285	249,140	1947	111
E-10	564-567	1000	GM-EMD	NW2	B-B	62,135	248,540	1940	111
A-10	569-570	1000	Alco-GE	S2	B-B	58,425	230,700	1949	112
A-10	571-573	1000	Alco-GE	S2	B-B	58,225	232,900	1941	112
A-10	574-578	1000	Alco-GE	S2	B-B	57,985	231,900	1942	112
A-10	579-588	1000	Alco-GE	S2	B-B	57,675	230,700	1944	112
A-10	589-590	1000	Alco-GE	S2	B-B	57,750	231,000	1949	112
B-10	591-592	1000	Baldwin	VO 1000	B-B	71,130	237,100	1941	113
B-10	593-595	1000	Baldwin	VO 1000	B-B	71,130	237,100	1941-2	113
B-10	596	1000	Baldwin	VO 1000	B-B	70,878	236,260	1942	113
B-10	597-598	1000	Baldwin	VO 1000	B-B	72,660	242,200	1944	113
B-10	599-601	1000	Baldwin	VO 1000	B-B	72,660	242,200	1944	113
B-10	602-603	1000	BW	DS 4-4-1000	B-B	57,375	229,500	1949	113
F-10	700-701	1000	FM	ALT 100.6A	B-B	60,500	242,000	1947	114
F-10	702-703	1000	FM	ALT 100.6AB	B-B	61,465	245,860	1949	114
L-12	1200-1205	1200	LH	yard sw.	B-B	62,625	250,500	1951	115
E-12	1206-1218	1200	GM-EMD	SW9	B-B	62,000	248,000	1952	116
E-12	1219-1226	1200	GM-EMD	SW1200	B-B	62,000	248,000	1955	116
E-12	1227-1233	1200	GM-EMD	SW1200	B-B	62,700	250,800	1964	117
E-12	1234-1243	1200	GM-EMD	SW1200	B-B	62,700	250,800	1965	118
B-12	1250-1253	1200	BLHW	S-12	B-B	59,750	239,000	1952	119
E-15	1501-1505	1500	GM-EMD	SW1500	B-B	63,075	252,300	1967	
E-15	1506-1511	1500	GM-EMD	SW1500	B-B	?	?	1969	
A-16	1600-1603	1600	Alco-GE	RS-3	B-B	61,825	247,300	1950	120

Toledo, Peoria & Western Railroad

—	100-101	1500	GM-EMD	F3A	B-B	58,120	232,500	1947	121
—	102-103	1500	GM-EMD	GP7	B-B	60,100	240,800	1952	
—	200	1500	Alco-GE	RS-2	B-B	62,500	250,000	1948	149
—	201	1500	Alco-GE	RS-2	B-B	57,500	230,000	1948	149
—	202-203	1500	Alco-GE	RS-2	B-B	57,250	229,000	1949	149
—	204-205	1500	Alco-GE	RS-2	B-B	57,250	229,000	1949	150
—	206	1500	Alco-GE	RS-2	B-B	57,250	229,000	1949	
—	207	1500	Alco-GE	RS-3	B-B	57,250	229,000	1950	
—	300	1000	LH	yard sw.	B-B	59,300	237,200	1949	122
—	301	1000	LH	yard sw.	B-B	61,788	247,150	1949	123
—	302	1000	LH	yard sw.	B-B	59,778	239,100	1950	124
—	303-304	1500	GM-EMD	SW1500	B-B	62,859	256,720	1968	
—	400-401	1800	Alco Pr.	RS-11	B-B	62,075	248,300	1958	
—	402	1800	Alco Pr.	RS-11	B-B	62,100	248,400	1959	
—	600	1800	GM-EMD	GP18	B-B	60,820	247,400	1961	121
—	700	2250	GM-EMD	GP30	B-B	59,670	247,080	1963	121
—	800-801	2400	Alco Pr.	DL-640A	B-B	64,375	257,500	1964	
—	900-902	2500	GM-EMD	GP35	B-B	62,390	260,970	1965	
—	1000	3000	GM-EMD	GP40	B-B	80,000	277,000	1969	

Union Stock Yard & Transit *(owns no locomotives)*

Belt Railway of Chicago 481 EMD GP-9 at clearing engine terminal, Dec. 12, '56.
General Motors-EMD Photograph

HOBBY CLUB

conducted by Sy Reich

RAILFANS visiting Texas for football bowl games this winter, or just traveling through Dixie, might be interested in museums that tell the story of early railroading in Texas. Dallas' State Fair Park has a nostalgic Age of Steam Museum depicting the golden age of railroading. Haskell Railroad Museum in Haskell offers superb railroad artifacts among other historical items. This collection is housed in a railroad depot of 1906. The Texas Railroad Museum in Weatherford exhibits such items as a private presidential car from the Texas & Pacific, a vintage steam loco, a New Orleans streetcar, and a San Francisco cable car.

In Jefferson the railfan will find the Jay Gould private car *Atalanta* with all embellishments and plush interiors that were tradition with the Gould family. An old two-story brick station in Teague displays a variety of relics from the railroad heyday. Labeled the Burlington-Rock Island Railroad Museum, it also features county historical items. In 1936 the Burlington and Rock Island jointly presented to Texas the state's first streamlined passenger train, the *Sam Houston Zephyr*, which ran between Houston, Dallas, and Fort Worth.

Visitors to the town of Alamo will enjoy the Live Steam Museum, which features various types of steam engines and pumps, all in running condition. Locomotive sizes range from 9,000 pounds to a Japanese model you could hold in your hand. In the small Texas community of Cresson railfans will find the Pate Museum of Transportation. An antique railroad car is just one of its attractions, which also include aircraft, stagecoaches, wagons, and automobiles. A large room of Texarkana Union Station has the only known model railroad operating in two states. This unique line wins the honor because the Texas-Arkansas line bisects the station in which it runs.

With a new year fast approaching, many rail clubs offer excellent 1973 calendars appealing to both steam and electric fans. The Rocky Mt. Railroad Club calendar is all-steam, featuring 8½x11" assorted views, $4, two for $7, three for $9. Contact Sundance Ltd., P.O. Box 6385, Denver, Colo. 80206.

Steam and electric action adorns the calendar of California Southern R.R. Museum, at $1.60 each, sent 3rd class, allowing 4 to 5 weeks for delivery (Calif. residents include 5 percent tax). For speedier first class add 40¢ per calendar. Write them at P.O. Box 1162, Hesperia, Calif. 92345. The Alaska-Yukon Chapter of NRHS offers an Alaskan look for 1973 at $2.25 regular, $2.50 airmail. Contact P.O. Box 2248, Anchorage, Alaska 99501. Steam and electric scenes in and around Buffalo on a calendar can be had for $2.50 from NRHS Buffalo Chapter, 415 E. Union St., Lockport, N.Y. 14094.

Michigan Railroad club celebrated its 35th anniversary in October with a month-long round of special programs that ran over into November. Congratulations to president Wilbur E. Hague and all his fine crowd!

Wade Canney, Maine Central stores department accountant, doesn't horse around when he hits the race track. Driving Smoky Korners this past summer and fall, Wade scored an impressive string of trotter wins at Maine agricultural fairs. His dad owns the horse but Wade does the driving.

C. B. Sterzing, new Delaware & Hudson president, joins the growing list of railfan executives. While he was with Norfolk & Western he had a leading role in developing Roanoke's Transportation Museum. Prior to taking over as president he served the D&H as general counsel.

Visitors to the Duluth, Minn., area might like to know that three steam locos are on display there. Two 2-8-8-4's of the Duluth, Missabe & Iron Range are close by their old haunts, one at Two Harbors and the other at Proctor. No. 29 2-8-0 of the Duluth & Northeastern was last seen in the enginehouse at Cloquet. Rumor says she might go on display at Duluth. Wis., Chapter of NRHS.

Send $2 to Michigan State R.R. Club, Michigan State University Museum, East Lansing, Mich. 48823, and you'll get a full-size reproduction of the builder's plate and the equipment trust plate from Pere Marquette 2-8-4 No. 1225, the handsome Berkshire that the club is restoring for possible fantrips.

No. 16, an ex-Hammond Lumber 2-8-2T, has been moved from Fortuna, Calif., and is now on the grounds of the Puget Sound Railway Historical Assn. at Shelton, Wash. With her is 2-8-2T No. 803 and a steam crane donated by Simpson Timber Co. One of the club's spark plugs, Pete Replinger, is working on No. 16 for future operation.

The Collingwood, Ont., railroad station, built about 1865, is now the town museum. According to Canadian historians, the line between Toronto and Collingwood is believed to have been Ontario's first railway and the second railway in all Canada. The rail display includes a rebuilt ticket office, telegraph equipment, oil cans, uniforms, and a large collection of old pix. An antique railroad clock still registers precise time. As Collingwood was also a shipbuilding center, some of her maritime past likewise is exhibited in the museum.

Newly organized is the Tallahassee Railfan Club. Thirty people attended our first meeting in September and we are looking for more members. Meetings are held on the fourth Sunday of each month at 7:30 p.m. in the Seaboard Coast Line station here.—Irvin Lipscomb, 2314 Astoria Court, Tallahassee, Fla. 32303.

Various kinds of colorful railroad playing cards may be had from Margaret Meyer, 67 Hall St., Akron, Ohio 44303. She is making up new decks, which are expected to include authentic cards from 26 different railroads. Among them will be some oldies representing the *Phoebe Snow*, the *Hummingbird,* and other once-great trains. Margaret predicts that some day they will be priceless antiques. ●

Joseph L. Oates, Rte. 2, Box 600, Thonotasassa, Fla. 33592

Unusual scene of Seaboard Coast Line SDP pulling Amtrak's Champion at Tampa, Fla., Sept. '72. SCL has not run an SDP on a passenger train in over four years and Amtrak hasn't bought any. It is not equipped with a boiler or signal lines. Why frieght unit on passenger train? Amtrak operates SDP regularly over SP.

BOOKS OF THE RAILS

by GORTON T.H. WILBUR

ALONG AN OPEN TRACK, by Ed and Sally Kochanek, hard cover, 208 pages, 8¼x11″, photos (four in color), North Shore Publishers, Box 170, Prospect Heights, Ill. 60070, $16.50.

The book makes no claim at being a history of railroading, but does spin railfans into the excitement of such subjects as Sherman Hill, main lines west, crossing the Divide, through the Rockies, along the Pacific, and engine terminals. Whether your interest is in steam, diesel, or electric, it is here in over 330 excellent photos and four full beautiful color prints. Many well-known rail photographers display pix for all to enjoy.

RECENT LOCOMOTIVES (1886), enlarged edition, hard cover, 372 pages, 11x15½″, drawings, diagrams, mechanical text, Newton K. Gregg, P.O. Box 868, Novato, Calif. 94947, $34.95.

Steam fans will be entranced by the rugged but artistic drawings and the wealth of technical information contained in this reprinted *Railroad Gazette.* The price for the *1886 Recent Locomotives* might sound stiff, but, unless I am mistaken, the book contains more detail about individual locos than appears in any book before or since. There is a great deal of interest here for the general-interest railfan and the historian and art and Americana fan. With Anatole Mallet of the National Model Railroad Assn. doing the introduction, the hundreds of detailed parts, drawings, are an inspiration to modelers. Included in this tribute to the golden age of the steam loco are all the major engines in

use in the U.S. in '86, plus some British and European types.

ADVENTURES OF ALF WILSON, soft cover, 237 pages, 5x8¼", photos, maps, Continental Book Co., P.O. Box 656, Marietta, GA 30061, $3.95.

Continental has done a nice job in reprinting a very rare Civil War book originally published in 1897 by *The National Tribune,* Washington, D.C., dedicated to those men, Union and Confederate, who participated in the Great Locomotive Chase in Georgia on April 12, 1862. Col. "Jim" Bogle, U.S. (ret.) rail historian living in Atlanta, Ga., writes, "Wilson was a member of the Andrews raiders, whose story you are familiar with. You will recall Wilson and Wood escaped from jail in Atlanta and floated down the Chattahoochee River to the Gulf of Mexico and safety aboard a Union blockading vessel. It is very interesting." That's good enough for us.

STREAMLINED STEAM; *Quadrant Press Review No. 1*, soft cover, 54 pages, 8½x11", photos, Quadrant Press, Inc., 17 W. 44th St., New York, N.Y. 10036, $2.95.

Here is a numbered series of booklets, each dealing with a single facet of railroad history, operation, service, or equipment. Quadrant's objective is to offer inexpensive thorough publications to fill existing voids in railroad literature. Edited by Eric H. Archer, this booklet, with sharp pix of eastern, southeastern, western, and Canadian streamlined steam, is well worth the price.

BRITISH LOCOMOTIVES, 1948-50, 4¼ x6½", hard cover, 372 pages, photos, rosters, Terminal House, Shepperton, Middlesex, Walton-on-Thames (WT) 38284, £1.50.

This is a combined volume on British locos up to 1948, when the lines became nationalized. Also included are various depot allocations as of 1950. The many lists, photos, and rosters give an overall picture of British motive power at its peak in post-war years.

Historical Publications

History of Railway Station Closings in Missouri, 1922-'72, by Norbert J. Shacklette, and *Depots of the Pittsburgh Area,* by Edward H. Weber, mimeograph 8½x11", lists, maps, photos, Railroad Station Historical Society, 430 Ivy Ave., Crete, Neb. 68333; members $1.50, non-members $2.50.

While holding to their mimeograph style, both editions are interesting and informative and show careful research by both authors. Rail station enthusiasts or even natives of the areas covered should find good reading here.

Our Cut-Rate Book Service

As a service to readers, we sell books at about 5 percent off publisher's price. Our discount applies to almost any English language railbook still in print if it retails at $3.50 or more. Allow from 4 to 6 weeks for delivery.

New York State residents must enclose 4 percent sales tax with each order. But we do not charge a New York City sales tax because our book agency is in New Rochelle, N.Y. To avoid delay, send separate checks for books and magazine subscriptions. On all Canadian orders add 10 percent. On all other orders add 25¢ per book for postage.

The books are available only by mail. *Railroad Magazine Book Service,* 205 East 42nd Street, New York, N.Y. 10017. Here are a few suggestions:

	List Price	Our Price
400,000 MILES BY RAIL, by Blanton	$ 8.50	($ 8.05)
NARROW GAUGE RYS. OF CANADA, by Lavallée	$11.95	($11.35)
MILWAUKEE ROADS WEST, by Wood	$14.95	($14.25)
THE SEARCH FOR STEAM, by Collias	$15.00	($14.25)
ELECTRIC RAILWAY DICTIONARY, (reprint)	$19.95	($19.00)
PIKE'S PEAK COG ROAD, Morris Abbott	$12.95	($12.35)
WORKIN' ON THE RAILROAD, Richard Reinhardt	$ 8.95	($ 8.50)
THE IRON HORSE, by Henry Comstock	$17.50	($16.70)
RAILROAD AVENUE, by Freeman Hubbard	$ 6.95	($ 6.60)
THE RAILROAD SCENE, Wm. Middleton	$ 8.95	($ 8.50)
THE RAILROAD CABOOSE, by Wm. F. Knapke	$ 7.95	($ 7.55)
GREAT POEMS OF RAILROAD MAGAZINE	$ 4.95	($ 4.70)
BESSEMER & LAKE ERIE, 1869-1969, Beaver	$10.00	($ 9.50)
CAR-BUILDER'S DICTIONARY, Forney	$19.95	($19.00)
CANADIAN NAT. STEAM POWER, Clegg and Corley	$12.95	($12.30)
LAKE SUPERIOR RAILROADS, Dorin	$10.95	($10.40)
L&N STEAM LOCOMOTIVES, Richard Prince	$12.50	($11.90)
SOUTH SHORE INTERURBAN, Wm. Middleton	$10.00	($ 9.50)
TO THE MOUNTAINS BY RAIL, by Wakefield	$15.00	($14.25)
PENNSYLVANIA RAILROAD K-4S, H. P. Albrecht	$ 3.00	($ 2.85)
INTERURBAN INTERLUDE, by E. J. Quinby	$ 7.95	($ 7.55)
PENNSY POWER II, Staufer and Pennypacker	$15.00	($14.25)
TRAIN WATCHER'S GUIDE TO CHICAGO	$ 3.15	($ 3.00)
HEADLIGHTS & MARKERS, Donovan and Henry	$ 6.95	($ 6.60)
MEXICAN NARROW GAUGE, by G. M. Best	$ 7.50	($ 7.15)
GOLD RUSH NARROW GAUGE, by Cy Martin	$ 6.95	($ 6.60)
AMERICAN LOCOMOTIVES, by John H. White	$20.00	($19.00)
THE AMERICAN STEAM LOCO, Vol. I	$14.50	($13.75)
OVER THE HILLS TO WOODSTOCK, by Mead	$ 3.50	($ 3.35)
MORRISTOWN & ERIE, T. T. Taber III	$ 6.95	($ 6.60)
THE ULSTER & DELAWARE, by G. M. Best	$12.95	($12.35)
20TH CENTURY, by Lucius Beebe	$ 5.95	($ 5.65)
DELAWARE & HUDSON, by Shaughnessy	$15.00	($14.25)
THE COLORADO ROAD, F. Hol Wagner Jr.	$15.00	($14.25)
THE SHAY LOCOMOTIVE, by Michael Koch	$19.50	($18.55)
GHOST RR's OF INDIANA, by Elmer Sulzer	$15.00	($14.25)
RAILS TO BLUE RIDGE, H. H. Harwood	$ 4.50	($ 4.25)
NARROW GAUGE TO REDWOODS, Dickson	$ 7.95	($ 7.55)
RAILS TO POSSUM TROT, by J. A. Stowe	$ 2.50	($ 2.40)
SUPER POWER STEAM LOCOS, by R. J. Cook	$ 8.95	($ 8.50)
RAILROADS OF YOSEMITE VALLEY, H. Johnston	$10.00	($ 9.50)
SNOWPLOW, by Gerald M. Best	$ 6.00	($ 5.70)
THE TRAINS WE RODE, Beebe and Clegg, Vol. I	$15.00	($14.25)
THE TRAINS WE RODE, Vol. II, Beebe-Clegg	$15.00	($14.25)
LIFE ON A LOCOMOTIVE, by George Williams	$ 5.95	($ 5.65)
OPEN THROTTLE (rail-fiction stories)	$ 3.75	($ 3.55)
GREAT DAYS OF THE CIRCUS, by Freeman Hubbard	$ 5.95	($ 5.65)
STEAM POWER: C&NW, by Charles T. Knudsen	$10.00	($ 9.50)
STEEL RAILS TO SUNRISE, Ziel and Foster	$12.95	($12.30)
STEEL RAILS TO VICTORY, by Ron Ziel	$14.95	($14.20)
GREAT LAKES CAR FERRIES, by Geo. Hilton	$ 6.00	($ 5.70)
THE OVERLAND LIMITED, by Lucius Beebe	$ 5.95	($ 5.65)
THE MA & PA, by George W. Hilton	$ 5.00	($ 4.75)
THE RUTLAND ROAD, by Shaughnessy	$10.00	($ 9.50)
THE PULLMAN SCRAPBOOK, Wayner	$ 4.95	($ 4.70)
COMMUTER RAILROADS, by Dorin	$12.95	($12.30)
LOCOMOTIVES OF DICKSON MFG. CO., Gerald Best	$10.00	($ 9.50)

INFORMATION BOOTH

ASK BARBARA: Railroad questions are answered here—as many as space permits. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 East 42nd Street, New York, N. Y. 10017. No questions will be answered by mail or telephone.

1 ***Were Reading T-1's rebuilt locos?***

Yes, the T-1 was the result of rebuilding 30 large 2-8-0's into 4-8-4's for use on mainline passenger and freight service. Work began in 1945 at Reading, Pa., on 20 Consolidations. Those chosen for conversion were stripped down to the boiler, which was then lengthened and given a new smokebox. Twenty others were given the same treatment. Additional parts came from Baldwin and other suppliers. The complete locos cost $157,000 each. The first T-1, No. 2100, rolled out of the shops in Sept. '45. The last, No. 2129, was finished in April '47.

2 ***What's the difference between a Form 19 and a Form 31 order?***

The "19" is used when only one train is involved. Not having to be signed for, it can be given to trains on the fly. The "31" is used when trains co-operate in a movement or when the message is important. It is not effective until signed for by the recipients, so it must be stopped for.

3 ***When will the railroad retirement annuitants, who are due an increase, receive the higher payments?***

Most of the increases due should have been included in monthly benefit checks mailed Oct. 1, 1972. Increases not included in October checks will be paid as rapidly as possible in subsequent months. Annuitants are urged not to make inquiries about their increases, as they could only cause additional delays.

4 ***Where did the Des Moines Valley Railroad operate?***

It was opened from Keokuk to Des Moines in 1869, to Grand Jct. by October, 1869, and to Ft. Dodge, 248 miles from Keokuk, by December, 1870. Then in 1873 the 162-mile section between Keokuk and Des Moines became the Keokuk & Des Moines; and the rest was called the Des Moines & Ft. Dodge. Both are now part of the Rock Island system.

5 ***What were the main features of the redesigned Baker valve gear?***

Four come to mind. (1) Elimination of the link and block; (2) use of valve gear parts which did not depend for their design upon the size or type of engine nor upon the location of her valve gear, but were applicable as standard units and interchangeable between the different locos of varying classes, and (3) the transmission of the motion from the crank to the valve in straight lines, through bearings with ample areas and adequate lubricating facilities, thus reducing wear and consequent lost motion. (4) These advantages reportedly resulted in fuel economy from better steam distribution.

6 ***Brief history, please, of the Edmonton, Dunvegan & British Columbia.***

Incorporated in 1907, this line was built in a northwestly direction from Edmonton, Alta. By 1930 it had reached Spirit River, 362 miles, and had completed a branch to Grande Prairie. In that year it had 10 locos, 7 passenger and 248 freight cars. It was merged with the Alberta & Great Waterways as the Northern Alberta.

7 ***Have you the words to "Ghost Story" by J. E. Aldrich?***

Yes, indeed. Here it is.

There was a wreck on the Western branch
At the heel of the Devil's Stair;
I've heard 'twas caused by an avalanche,
And a brakeman perished there.
He perished there by a rock or a wheel,
And his wraith was riven free,
But he comes each night, as we pass the heel,
To walk on the cars with me.

Let the night be fair, or extremely damp
And tinged with the tang of rain,
He heaves in sight with a lighted lamp,
And he clambers aboard the train.
And he tells me tales of forgotten times,
Of the days before my day,
Of the times before a vaunted war—
Which war, I cannot say.

His name was Crouse, and he was a Moose,
An Elk, and a B. R. T.;
He could play a mouth harp fast and loose,
And he plays it now, for me.

And he clamors for tidings of Mrs. Crouse,
But I have no heart to say
That she's married the boss of the engine house,
And is getting exceeding gray.

So we walk and talk till the glint of the dawn
Comes, chasing the stars away;
Then my friend unloads with a leap, and is gone
When the train pulls into the day.
There was a wreck at the Devil's Stair
On the mountainous Western line;
And the ghost of the man who perished there
Is a personal pal of mine!

8 ***What were the largest driving wheels ever built?***

In 1847 a 4-2-2 was built at the Crewe Works in England for the London & North Western. This loco, the *Cornwall*, had driving wheels 102 inches in diameter! Rebuilt in 1858 to 2-2-2 type, she ran between Manchester and Liverpool until 1902. At last report, she is preserved at Crewe.

9 ***Which railroad started at Nashua, N.H., and connected with the old New Haven near West Concord, Mass?***

The Nashua, Acton & Boston, sometimes called the Acton, was built by the Concord Railroad solely to bypass the Boston & Lowell, serving Nashua. The line built to North Acton and leased from the old New Haven track from that point to Concord Jct. It was open for business in 1873, but did not connect with the New Haven for interchange, as the Fitchburg handled the NA&B business to and from Boston.

10 ***Explain the period of service indicated by the stars and bars on conductor's and trainman's uniforms?***

On most roads the star represents 25 years of service, and each bar or stripe five years. Hence, three bars show that the wearer has been in the railroad service for fifteen or more years; four bars, 20 or more; and a star with two bars indicate 35 or more years.

11 ***What was the "Prosperity Special?"***

This was a train of twenty 2-10-2's shipped to the Southern Pacific from Baldwin in 1921. Since the railroad was in no great hurry for the engines, the entire order of 50 was finished be-

fore any one was shipped. As a publicity stunt, 20 of them were dispatched across the continent in one solid train. It was the largest train of railway motive power ever moved.

12 ***Anything available on a road in Alabama known years ago as the T&CV?***

This must have been the Talladega & Coosa Valley, chartered in 1883 and completed in '87. Then in 1890, when it had 5 locos and 69 cars, it was reorganized and renamed the Birmingham & Atlantic. It ran between Talladega and Pell City, and between Pell City and Ethel, Ala., 46 miles; but was abandoned long ago.

13 ***Where was the Marshall Pass Route?***

On the Denver & Rio Grande Western narrow-gage line between Salida and Grand Jct., Colo., via Gunnison and Montrose. Before the development of the standard gage line over Tennessee Pass, it was the old D&RG main line between Denver and Ogden, Utah. It was built in 1881 and shorter by 26 miles. Marshall Pass, 25 miles west of Salida, is 10,856 feet above sea level; 616 feet higher than Tennessee Pass. The opening of Tennessee Pass and the Royal Gorge to standard gage operation in 1890 meant the end of Marshall Pass, with its tortuous curves, as a transcontinental route; but it remained a local feeder line until 1955.

Running Extra

As author with Tony Clagg of *Canadian National Steam Power*, I am compiling a record of CN loco number plates preserved over the years by individuals or associations. So far, over 300 have been identified. The list is not for publication, since most owners consider the information confidential, but is needed as a supplement to my research on the system's power. If anyone wants to be known to others who may hold plates (i.e., trade or sell) and so indicates to me, I would make his name available to inquirers. Plates included would be CN, GTW, CV, DW&P, GT, or predecessor roads. A file sheet is available from me upon request to list holdings.—R. F. Corley, 490 Albertees Ave., Peterborough, Ont., Canada.

Regarding your mention in Oct. *Information Booth* about the Ocillo Southern, I have a National Cash Register booklet showing a loco on a flatcar with the name Fitzgerald, Ocilla & Broxton R.R. This picture was taken in 1909. However, in a 1906 *Poor's Manual* no reference is made of this line. Anyone fill me in?—A. W. Frakes, 3921 4th St., Port Arthur, Texas.

I want to hear from any radio operator who has the frequency of Penn Central, Baltimore & Ohio and Southern in my area.—Richard Curley, 260A Hilltop Lane, Apt. 103, Annapolis, Md. 21403.

I have an old picture of a Canarsie & Rockaway Beach 2-4-2T loco and want any other info on this line.—Stephen Brayton, 33 Highgate St., Allston, Mass. 02134.

What became of the projected Permain Basin R.R., authorized by the ICC in March, 1967? It was to have been built from Odessa, Texas (junction with the Texas & Pacific), via Andrews and Seminole, to Seagraves, Texas (junction with the Santa Fe), about 78 miles. Construction was to have begun not later than April '68, with completion within two years.—Don Bromberg, TSgt. (USAF Ret.), U.S. Soldiers Home, Washington, D.C. 20315.

Railroad once published a photo of Casey Jones's last engine, the Illinois Central's 382, as rebuilt after the wreck of April 29, 1900. Would like info on this subject. I want to alter the model that I have to this 10-wheeler.—Tom Bertrand, 4660 Linwood Dr., Pontiac, Mich. 48054.

Your May '72 answer on washouts was basically correct, but you might have pointed out that in case of a washout, if the rail circuit is broken, the signals will indicate danger. Many railroads in mountainous country maintain slide fences made up of wires tied into signal circuits. If a rock breaks the wires, the signals indicate danger. —Sam Freeman, Black River & Western R.R., Box 83, Ringoes, N.J.

What type of locos did the Pennsy and Reading use in Schuylkill County, Pa.? Who can tell me the color scheme of the old Schuylkill & Union Traction Co. trolley cars?—Anthony Rice, 19 W. Franklin St., St. Clair, Pa. 17970.

Does a *Turbotrain* carry a standard coupler, or an adapter if it has to be towed? I know it has front-door clamshells that open like an amphibious landing ship. Upon entering the *Turbo's* front unit from mid-train, you see a stair leading to the dome. So, how does one get into a towing loco?—Bob Swan, Box 1866, Long Beach, Calif.

A dog is buried in Victorville, Calif., near the Santa Fe depot, with the name "Brownie" on the headstone. Who knows details?—Kenneth Pugh, 27935 Baseline, High Land, Calif.

Did the Pennsy, prior to its merger with New York Central, have any GM GP-20's on its roster? If so, how many and what were their Pennsy numbers? When were they purchased? Were they standard production models or did they have special modifications?—Frank Ehlers, 22 Winding Brook Way, Holmdel, N.J. 07733.

What is the technical difference between an electric train operated by catenary and a trolley car? Why are there no cabooses on many European freight trains?—J. Gray, 77 High St., Newton, N.J. 07860.

John Bolles asked about the fate of the Virginian 2-8-8-8-4. It was cut in two and rebuilt as a 2-8-8-2 and a 2-8-2. I photographed the former stored at Princeton, W. Va., in 1940, but the Mikado was out on the road at the time. Richard Hanschka discussed the PRR 3700 HC-1, but overlooked their third type of Mallet, the HH-1, a 2-8-8-2. A book entitled *Articulated Locomotives*, by Lionel Werner, goes into details on the 2-8-8-8-4 and the HH-1.—Stephen Davidson, 3329 W. 42nd St., Indianapolis, Ind.

I want to borrow negs. of old Chicago Great Western steamers for a library memorial for my father-in-law, a former CGW employe, George Schmidt, now deceased. I need either 35mm, 2¼x2¼, or 2¼x3¼ negs. They would be handled by me in my own dark room and I guarantee their return to the lender.—Kenneth Klein, 301 Royal Ave., Rockford, Ill. 61103.

Is there any book dealing in detail with UP "Big Boys"?—J. E. Brooker, 92 Plumberow Ave., Hockley, Essex, England SS5 5AG.

While skin-diving last summer off Eleuthrera Island in the Bahamas, I found the remains of a loco and a train barge. My guide explained that the barge had been wrecked during the Civil War when the Confederates were exchanging motive power for arms and ammunition from Cuba. Anyone have info on this or any similar wreck in the Caribbean area? I also seek additional info. on the "trains for guns" trade between the Confederate States and Cuba.—J. Stephen Wells, 480 Galland Blvd., #5, Dorval, Quebec, Canada.

I have Western Pacific material that would be of interest to Bill Shippen. Mail sent to him at the address printed in *Railroad Magazine* was returned.—H. F. Sullivan, 21 Robin Rd., West Hartford, Conn. 06119.

THE SWITCH LIST

Ads in our *Switch List*, including *Model Trading Post*, were free for 41 years. During that long time, few railfans ever supported this magazine with cash advertising. (How many *paid* ads do you see in our current issue?) But production costs keep rising. To meet this crisis, *The Switch List* is now a paid classified ad section, beginning in March '73 issue. Cost is 10¢ a word, including names, initials, numbers, cities, states or provinces. Zip codes free. Now you can let your ad run as long as you want. Minimum, 25 words per ad. Send check or money order with each entry to Bill Balgley, advertising manager, *Railroad Magazine*, 205 East 42nd Street, New York, N.Y. 10017.

JERRY ANGIER, 79 Hillside Ave., South Portland, Me. 04106, wants color or b&w slide or photo of PRR GG-1 4807 (scrapped 3/68).

ROGER ARCARA, 1431 Leland Ave., Bronx, N.Y. 10460, sells reconditioned cameras, sizes 120-620, 116-616 cameras for large oblong negs.; details free.

J. ASAY, 234 E. Colorado Blvd., Pasadena, Calif. 91101, sells rulebks. and emp. tts. SSE or your list of emp. tts. for trade.

BOB ASKEVOLD, 1800 Edgecliff Dr., Fullerton, Calif. 92631, wants emp. tts.; will trade rr. and airline pub., emp. tts., tickets. (SSE).

HARVEY BASS, 287 Valley Rd., River Edge, N.J. 07661, sells tts., emp. tts., NYC, PRR, DL&W, EL; buys Erie, NYS&W tts. (SSE).

RICHARD BEALL, 2550 S.W. 16th St., Miami, Fla. 33145, buys or trades FEC negs. and pix.

ROGER BEE, RD 3, Rochester, Minn. 55901, trades 35mm slides and negs. in his area for GM&O, GT, CN, CP, FEC, SCL, KCS, SLSF, RDG, CNJ, LV, EL, MC.

MORTON BELCHER, III, what is your present address? Tell Harry Bennett, 1804 N. Mount St., Baltimore, Md. 21217.

F. BENNETT, 33 Gabb Rd., Bloomfield, Conn. 06002, will sell Amoskeag loco lithograph 18.

RUSSELL BLACK, 115 Belmont Ave., Canonsburg, Pa. 15317, will buy copy of "PCC Cars of North America."

G. BOLINSKY, 435 Alameda Ave., Tacoma, Wash. 98466, wants to contact 35mm camera fans in Atlanta, Douglasville, Sandersville, and Waycross, Ga.

CHAS. BOURGART, 420 2nd Ave. N.E., Clarion, Iowa 50525, will pay good price for Trains, Dec. '42.

GEO. BREGMAN, 1977 86th St., Brooklyn, N.Y. 11214, buys pix, plans, etc., NY and Bklyn. el and subway, incl. work cars.

SETH BRAMSON, 8035 Cecil St., Miami Beach, Fla. 33141, buys, trades for anything FEC or predecessors, anything Fla. Wants hat badges, date dies, wax seals, etc.

RAY BROWN, RFD 1, Ridge Dr., Middletown, N.Y. 10940, sells 35mm dupl. slides and color prints of Erie, EL, M&NJ diesels and trains; state wants. (SSE).

R. BRUNDAGE, 221 London Sa., Tulsa, Okla. 74105, buys slides of U.S., Canada, Mexico pass. cars.

DAVE BUSSE, 675 W. Lockwood Blvd., Webster Groves, Mo. 63119, wants book "Lincolnland Traction."

C. BUTCHER, 8 Coyne Street, St. Thomas, Ont., Canada, sells Wabash steam pix, any size; list 15c.

P. CAIN, 2 White St., Topsham, Exeter, Devon, England, will sell Niagara Gorge R.R. "Great Gorge Route" booklet; also 1908 tts. of NYC, CPR, GT, all good cond.

GEO. CALDWELL, P.O. Box 1295. Deming, N.M. 88030, wants info. and pix on KCS Mallets.

CURTIS CARLOUGH, 229 Rea Ave. Ext., Hawthorne, N.J. 07506, buys Erie, EL, NYS&W, LV, D&H, CNJ and L&HR tts., emp. tts., slides, b&w pix.

GERALD CARSON, 11945 Gay Glen Dr., Maryland Heights, Mo. 63043, buys orig. steam negs. and slides; sells orig. IC size 616 steam negs.

JOHN CHAYKA, 315 Langton Dr., San Antonio, Texas 78216, will sell Trains albums 2, 3, 5, 6, 11, 12, 16. (SSE).

CECIL CHURCH, 216 Rideau Terrace, Ottawa, Ont., Canada, KIM-022, buys, trades orig. bldrs. steam locos pix, data cards, catalogs.

JOHN CLOUTIER, P.O. Box 2018, Auburn, Ala. 36830, wants diesel, steam, rolling stock, action stills, new or old paint slides B&M, MEC, BAR, EL, LV, D&H, L&HR. (SSE).

JOHN CORNS, 226 Locke N.W., Massillon, Ohio 44646, sells steam bldrs. plates, whistles, bells, emp. tts., books, forms, charts, pix. (SSE).

TOM COVAL, 21 E. Robin Rd., Holland, Pa. 18966, sells tts., rr. menus, old rr. maps, Penna. auditor general's report on rrs. 1870-'80. 50c for large list.

JACK CUSTER, 22547 Edison St., Dearborn, Mich., sells old pix postcards of trains, depots, etc.

ROSS CUTTING, Cleveland, Ga. 30528, wants info. on former streetcar line, Erie, Pa., to Westford, N.Y.; will buy any pix of it and wants to correspond with oldtimers along its route.

MALCOLM DONALDSON (loco engr.), 26 Eastbank St., Waverley, Dunedin, N.Z., trades 35mm slides, size 6x8 b&w prints of N.Z. steam, diesel for same in N. America.

PAUL DOUGLAS, 112 W. 21st St., Vancouver, Wash. 98660, wants negs. UP 731, 738, 746, 747, 761, 761, 4500; also OWR&N 2-8-0.

JOHN VAN DYCK, 4915 Finley Dr., Austin, Texas 78731, will buy new or used copy "Story of the Santa Fe," Bradley, and "Santa Fe, the Railroad that Built an Empire," Marshall.

MIKE EAGLESON, 37 Edgemere Ave., Mt. Arlington, N.J. 07856, will buy book "Last Steam Locomotives of Western Europe," by Wallis, and other foreign steam pix books.

R. ENSZ, RFD 5, Newton, Kan. 67114, buys, trades rr. and express co. wax sealers, other railroadiana.

JOHN FIORILLA, 2514 N. St. S.E., Washington, D.C. 20019, wants Erie, DL&W, EL name trains, steam or diesel paintings, pix, or drawings suitable for framing.

LEROY FLORAY, Jr., 1326 Denbright Rd., Baltimore, Md. 21228, wants b&w and color pix or slides of A&EC, A&RF, AGS, A&WP, A&StAB and C&WC diesels.

DANIEL FOLEY, P.O. Box 1101, New Canaan, Conn. 06840, selling repros of 1945 unit by unit detailed roster of NH steam, diesel, electric, $1 ppd.

MIKE FREW, 2527 Quintara St., San Francisco, Calif. 94116, will buy "Street Railways: Their Construction, Operation, Maintenance," by Fairchild, 1892.

JAMES FRY, 25801 Lake Shore Blvd., #69, Euclid, Ohio 44132, sells Erie dining-car china. (SSE).

CHAS. GALLUS, Box 404, Doylestown, Pa., publishes monthly mag., "The RR. Advertiser," $3 year.

RANDALL GELLENS, % Coburn, RD 1, Newtown, Pa. 18940, sells Amtrak, PC, PRSL, C&O railroadiana. (Large SSE).

MIKE GENTILE, P.O. Box 315, Ashtabula, Ohio 44004, selling NYC headlight with number boards, other items.

CHAS. GOOLSBY, 901 Beal 19, Charlotte, N.C. 28211, wants pix of old ACL and SAL rolling stock; AB&C cars, trains; short lines in Carolina and Ga.

C. GOODMAN, 5826 S. Western, Chicago, Ill. 60636, will sell telegraph keys, WW2 era, $5.75 ppd.

WM. GORDON, 232 Beresford Rd., Rochester, N.Y. 14610, sells "Dayton, Covington & Piqua" book. (SSE).

ROBT. GOTTSCHALL, 1026 N. 6th St., Reading, Pa. 19601, buys pix of NYC, NH, PC FA-1's, Pennsy calendars.

BOB GREENAWALT, 3643 N. Rosemead Blvd., Rosemead, Calif. 91770, has rr. stock certif. and Poor's Manuals for swap; needs 1868-'69 volume of Poor's.

AL GUNDERSON, 427 Chicago Ave., Savanna, Ill. 61074, trades postcards in color of locos, cabooses, coach displays.

DOUG HAWES, 6708 Wilton Dr., Oakland, Calif. 94611, buys color pix of Baldwin and FM diesels, also operations of western short lines.

RICH HUTCHINGS, 605 Old Pond Rd., South Lyon, Mich. 48178, sells CNR, GTW, CPR steam pix. Buys, trades CNR, GTW steam negs. and size 616 diesel negs.

ROSS HOOVER, 190 Cottingham St., Toronto 7, Ont., Canada, is organizing tours to Guatemala and El Salvador in Feb. and Mar. '73 for steam buffs.

PAUL JARMUSZ, 1680 Borden St., San Mateo, Calif. 94403, sells, trades 5x7 b&w pix SP Trainmaster, or DL-721, $1; four slides for pix; send list.

C.W. JERNSTROM, 822 Pelham Dr., Ft. Wayne, Ind. 46825, sells steam loco pix, sizes 620, larger, most N. American roads, also few steam negs. (SSE).

ARNOLD JOSEPH, 2512 Tratman Ave., Bronx, N.Y. 10461, sells back issues Railroad Magazine, other mags., bks., tts. (SSE).

MARTIN HAHN, 139 Richards Ave., Maple Shade, N.J. 08052, sells PRR system maps in color, 20x40", for your wall; mailed ppd. in tube, $1.25 ea.

MACK HAMILTON, Rte. 1, Canton, Mo. 63435, trades Milw, KCS, SOU, SCL, Wab (N&W) cocktail napkins for others; also SF, Super Chief, UP and CZ train stationery.

J. KERR, P.O. Box 391, Montreal, 101, Que., Canada, will sell 1966-'71 Railroad Magazine, mint cond.; also Pict. Supplement DSP&P, mint, $125. (SSE).

TOM LAWSON, Box 8311, Birmingham, Ala. 35218, sells orig. steam portrait negs. of U.S. short and indust. lines, sizes 616, 122; lists 10c each.

CRAIG LeVAY, Box 379, Bangor, Wis. 54614, wants anything on SR&RL, B&SR, Monson; other railroadiana. (SSE).

PHIL LIEBERMAN, 1200 Town Crest Rd., Williamsport, Pa. 17701, will sell LI tts., tkts., train checks, 1880-1970; recent NH, EL, PC tts; old excursion advs.

J. LAJOIE, 22 Stevens St., Methuen, Mass. 01844, sells uniform buttons of Boston, Revere Beach & Lynn. (SSE).

SCOTT LOMAZZI, 3144 Gary Ave., Merced, Calif. 95340, sells, trades rare USTVA, TVA brass sw. keys, other railroadiana.

GREG HENDRICKS, 97-34 80 St., Ozone Park, N.Y. 11416, will sell or trade brass Pullman-standard car bldrs. plates for other hardware.

JOHN MART, 103 S. Jessup Ave., Hopkinsville, Ky. 42240, wants L&N mags. 1966-'70, good cond.

JOHN MARTINEAU, 3632 S.W., 23rd Court, Ft. Lauderdale, Fla. 33312, buys glassware and china of NYC, ACL, SAL, FEC, SCL.

WALT MARALOO, 57 Raymond Ave., Staten Island, N.Y. 10314, will sell limited amount of trainmen, engr., firemen, condr. badges from SIRT, also Off. Guides, Equipt. Regs.; or trade for rr. items or negs.

MARGARET MEYER, 67 Hall St., Akron, Ohio 44303, sells rr. playing cards, tts., other railroadiana; send 24c in stamps for new list 8.

OLIVER MILLER, tell your present address to Harry Bennett, 1804 N. Mount St., Baltimore, Md. 21217.

L. MOORE, P.O. Box 2144, Portsmouth, Va. 23702, sells many railroadiana items; list 25c in stamps.

R. MOORE, P.O. Box 156, Hatfield, Pa. 19440, buys any trolley tokens; state details, price first letter.

ED MORAN, 3300 Netherland, Riverdale, N.Y. 10463, will sell "Railways of Britain," Simmons, $5; "Transp.: Tour of 34 Museums (England, Europe)," Simmons, $5; "Buses, Trolleys, Trams," Dunbar, $4.25.

Indonesian State Rys. 2-8-8-0 Mallet DD5203 pauses at Lebakdjero with mixed train from Bandung to Tjibatu in Aug. '72.
B.D. Whebell, 48 High Street, Greymouth, New Zealand

R. McMURDO, 755 Main St., Waltham, Mass. 02154, sells color prints, negs. of trolleys in Dallas, Ft. Worth, Fort Collins, Kansas City, Montreal, etc. (SSE).

BOB McVAY, Box 625, King City, Calif. 93930, will buy ERHS Bulls. 2, 3, 4, 5, 6, 11, 12, 17, 18, 19, 22, 25, 28; also CERA, ERA Bulls.

O. NELSON, 425 Bolton St., Fairmont, W. Va. 26554, wants old key-winder watch; state details.

DAVE NESTLE, RD 2, Ray Rd., Greenwich, N.Y. 12834, offers large listing of railroadiana for 25c refundable.

PAUL NOBLE, 1 Remsen Rd., Yonkers, N.Y. 10710, sells color pix Southern Crescent and Amtrak E-8's, PRR, B&O, EL, LV, CNJ, MRY, PC cabooses. (SSE).

BOB OAKLEY, Box 113, Apache Jct., Ariz. 85220, has several C&NW 1904 tts., wants wax-sealers or other non-paper rr., express items; buy or trade.

HAROLD OLSEN, 21 E. Munsell Ave., Linden, N.J. 07036, sells 5x7 pix of Rochester Rys. and N.Y. State Rys. trolleys and interurbans. (SSE).

DAVID OROSZI, 727 McCleary Ave., Dayton, Ohio 45406, trades b&w prints and orig. 35mm slides of trolley buses, locos, stations.

J. PIPER, 1204 South Duncan, Marion, Ill. 62959, will sell Sept. '44 C&EI dispr. trainsheets of Villa Grove-Salem and Salem-Chaffee; also blank dispr. trainsheets, Salem Dist.

JIM PROKES, 7850 S. Kenneth St., Chicago, Ill. 60652, supplies info. on monthly mag. "Time-table Collector."

BILL REDDY, 1540 Billington Rd., East Aurora, N.Y. 14052, wants info., dates on N.Y. state short lines in Adirondack region; will buy pix, tts.

RANDY REEDY, 2042 North Taylor St., Arlington, Va. 22207, sells 8x10 b&w Southern, and Wash. & Old Dominion diesels. W&OD dispr. sheets, $1.25 ea. ppd. (SSE).

F. REEDER, Apt. 326, 2117 Andy Holt Ave., Knoxville, Tenn. 37916, trades tkt. dies; will sell validating machines, $25 each, or trade for tkt. dies; items wanted from INT RR.

FRANK REILLY, 306 Front St., Dunellen, N.J. 08812, buys or trades fantrip and tourist rr. slides; sells tts., blueprints, rules, operating books, other railroadiana. (SSE).

BOB REID, Box 179, East McKeesport, Pa. 15035, plans to publish bi-monthly "PC Railroader"; needs articles, pix, info.; newsletter will be both contemporary and historical.

ROGER REINKE, 201 Prince Lane, Springfield, Mo. 65802, sells first issue "Guide to Railroad Seal Collecting" book, listing over 450 rrs., $2.25.

WAYNE RHEINFELD, 1011 Neilson St., Far Rockaway, N.Y. 11691, buys lanterns, sw. markers, classification and hand: also globes with rr. markings, bells, other hardware.

H. REMBGES, P.O. Box 602, Church St. Sta., NYC 10008, buys, trades, sells tkts., interline forms, cash fare receipts, tkt. envelopes.

B. ROBERTS, Lot 6 1701 Percival Rd., Columbia, S.C. 29206, for sale or trade, 8-track or reel-to-reel tapes of Stone Mt., R&R, etc., locos 630, 722, 4501, 750.

L. ROBERTS, 120 King Rd., Elma, N.Y. 14059, trades sw. keys, locks, uniform buttons; wants photo PRR I-1 No. 1753.

ANDY ROMANO, 3 Nightingale St., Edison, N.J. 08817, buys collections of good orig. 35mm rr. slides, any U.S. road.

E. ROSS, 4809 Tannelle Ave., North Bergen, N.J. 07047, wants slides and postcard size pix of PC GG-1 No. 902 with Amtrak colors.

JOHN LaRUE, Jr., 1102 Elm Ave., West Collingswood, N.J. 08107, buys negs. of Northern Alberta cabooses, work equip.

WM. RUSSELL, 402 Rochelle Ave., Wilmington, Del. 19804, buys PRR, B&O, C&O bldrs. and number plates; sells size 616 steam negs. (SSE).

RICHARD RUBINO, Jr., 104 Fayette St., Brockport, N.Y. 14420, wants sw. lock keys; state details.

JOHN RUHL, 1315 15th St. N.E., Rochester, Minn. 55901, trades 35mm slides and negs. from his area for MP, MKT, Frisco, L&N, NS, BS, and KCS.

Fr. STEVE SANDKNOP, Canton, Mo. 63435, buys, trades dining-car china and silver; sells "Dining-Car China Guide" (25 pp), $4.50.

FRANK SCHEER, 18 E. Rosemont Ave., Alexandria, Va. 22301, wants emp. tts., hardware, tkt. dies from Va. rrs.

WAYNE SCHENK, Box 195, West Seneca, N.Y. 14224, sells colored slides of diesels; list, sample 25c.

M. SCHOLL, Sugar Grove, N.C. 28679, will sell lot of railroadiana collected over 24 years.

DENNIS SCHMIDT, 907 N. Court, Ama, Mich. 48801, sells 3½x5 NYC diesel pix. (SSE).

AL SHARP, 100 Shennecossett Pkwy., Groton, Conn. 06340, sells B&M, MEC, CV, Knox, Georges Valley card tkts.; details, sample tkt. 50c (SSE).

JIM SHAUGHNESSY, 479 8th Ave., Troy, N.Y. 12182, sells slide sets and post cards. (SSE).

ROBT. SMITH, Box 350, Akron, Ohio 44309, sells reprint W&LE stationery; sample and prices, 20c.

STEVE SQUIBB, Rte. 1, Bolivar, Mo. 65613, buys pix, negs. railroadiana on KC, Clinton & Southern, also SLSF pix.

C. STEPHENS, Box 12, USNS, FPO, San Francisco, Calif. 96614, sells pix of steam on display; also SP, SF, misc. diesels and stations. (16c SSE).

JOHN STONE, 6810 Chambers Ave., Cleveland, Ohio 44105, will sell NKP Adlake marked hand kerosene lantern with blue globe, mint, $19, ppd. Dozen SF, N&W pencils, $2.

WARREN STOWMAN, 7013 Hegerman St., Philadelphia, Pa. 19135, trades, buys pix, any size, of Live Oak, Perry & Gulf 4-6-0, South Ga. Ry. 4-6-0 woodburning cabbage-head stacks.

DENNIS SULLIVAN, 7361 Hardscrapple Dr., Apt. D, St. Louis, Mo. 63123, wants location of each Frisco yard diesel and freight schedule.

PAUL TEMPLETON, P.O. Box 111, Mendon, N.Y. 14506, will buy last Rutland tt., June '53.

BOB THOMPSON, Quaker Street, Village, N.Y. 12141, buys rr. fiction; Wants Swan's "Along the Line," Bedwell's "Boomer," and Parson's "On Mountain Division."

J. TUCKER, 400 E. Cypress, Redding, Calif. 96001, wants D&RGW lock, any steam whistle, loco bell, sw. lock.

LEN WALLIS, 12 Lake St., St. Catherines, Ont., Canada, will swap one 9" CNR dinner plate for U.S. rr. china; write first.

JOHN WEBER, 7556 Rome-Oriskany Rd., Rome, N.Y. 13440, will sell 2 Union Switch & Signal catalogs, 1902 and 1907, good cond.; make offer.

JOHN WEIGHTMAN, P.O. Box 696, Sacramento, Calif. 95803, will sell Aug. 1928 SP tt., $5.

HENRY WILKENS, 69 Whitney Ridge, Hamden, Conn., 60218, sells rr. match books, all diff., $1.25 per hundred.

G. WILLIAMS, 26 Overbrook Ave., Maple Shade, N.J. 08052, buys orig. or dup. slides of pass. sta., trains, PRR Bordentown br., PRR doodlebugs on Pemberton and Bel-Del brs., also RDG, PRSL doodlebugs.

TOM WIRRELL, 89 Fremont St., Claremont, N.H. 03743, will sell 35 interurban, trolley books.

BOB YANOSEY, 40 Hendel Ave., North Arlington, N.J. 07032, buys neg. collections; sells diesel negs. most eastern roads, on approval.

ERNEST ZEHNDER, 325 Lardner, Philadelphia, Pa. 19111, trades 35mm slides PC, B&O, RDG for your area; wants negs. PRR, B&O, RDG steam.

EDDIE JABLONSKY, 25 Race Pl., Oakdale, N.Y. 11769, rr. wall plaques, silkscreened on masonite, 55 diff. 12x12 authentic rr. color. (SSE).

FREEMAN HUBBARD, c/o Railroad Magazine, 205 E. 42nd St., New York, N.Y. 10017, will sell 1 copy ea. of books: "Rails Across the Midlands," by Cook, 144 big pages, 170 steam photos, (1964), $7.50; "Historic Railway Disasters," by Nock, 170 pages, illust., index, (1966), $8.50; "By Rail to Ends of Earth," by Westcott-Jones, 143 very big pages, photos from 25 countries, index, (1967), $6; "Rails, Sagebrush and Pine" (Sumpter Valley, Ore.), by Ferrell, 128 big pages, 210 photos, map in colors, (1967), $8; all excel. cond., postpaid.

Model Trading Post

O. BARNES, Box 89, North Jackson, Ohio 44451, will sell 10 new Herkimer HO pass. cars ready to run, $60. (SSE).

E. EBERLE, 108 Park, Rockledge, Pa. 19111, wants brass PRR J-1, S-2, K4 modernized.

C. KOWAL, 6615 South Bell Ave., Chicago, Ill. 60636, offers orig. 1940 AF catalog. (SSE).

LEE MOINE, Box 412, Orinda, Calif. 94563, sells 6-inch-long detailed side rendering of 1924 WP 4-8-2 No. 177, $4.50, money back guarantee.

J. MURPHY, 733 Beaverbrook Rd., Baltimore, Md. 21212, will sell TYCO metal 0-6-0 Big 6 shifter loco kit and Aristo diecast metal 0-4-0 Camelback switcher, good cond. (SSE).

JOHN NERNOFF, Jr., 9 Roslyn Dr., Glen Head, N.Y. 11545, professional customized model rr. and trolley lettering.

TOM O'NEIL, 715 Verner St., McKeesport, Pa., will sell over 120 issues Model Railroader '59 to date, good cond.; make offer.

WALLACE SWANSON, 5729 27th Ave. N.E. Seattle, Wash. 98105, buys HO UP 4-8-4, 2-8-2, 4-12-2, 4-8-2; NP A-3, W-5, Q-6.

BOB VENSEL, 1827 Underwood Ave., Huntington, W. VA. 25701, wants toy trains compl. set; RMC and model trains pre-'54; sells mags.

DALE WHITEHEAD, Box 7895, CMR 2, Sheppard AFB, Texas 76311, needs workable 027 loco, any shape. ●

September Abandonments

Penn Central—2.4 miles, Cowansburg to Gratztown, Pa.; 2.1 miles, portion Schenley branch, from Leechburg, Pa.; 15.1 miles, Plymouth to Nutwood, Ind.; 2 miles, Houston to Westland, Pa.; 0.8 miles, Youghigheny branch, Cereal, Pa.; 4.7 miles, Lewes to Rehoboth, Dela.

Philadelphia, Baltimore & Washington (Penn Central)—15 miles, Crawfordsville to Waveland, Ind.

Milwaukee—27.2 miles, Heafford Jct., to Woodruff, Wis.

Seaboard Coast Line—38.35 miles, Garland to Hanovers, N.C.

Chesapeake & Ohio—26.99 miles, Virginia Air Line branch, Fluvanna and Louisa counties, Va.; 7.13 miles, Harbor Beach to Port Hope, Mich.

Copper Range R.R.—72.59 miles, entire line, Lake Linden to McKeener, Mich.

Union Pacific—3.32 miles, Puritan branch, Parkdale Jct., to Shamrock Mines, Colo.

Southern Pacific—18.780 miles, Myrtle Point to Powers, Ore.

Baltimore & Ohio—0.78 miles, portion Lost Creek branch, Harrison county, W.Va.; 35.36 miles, National Road to Shawnee, Ohio.

Erie Lackawanna—8.5 miles, Carrollton, N.Y., to Bradford, Pa.

Chicago & North Western—22.2 miles, Riverton to Lander, Wyo.

Rock Island—23.37 miles, West Union to Postville, Iowa.

Reading—5.28 miles, Bloomsburg to Light Street, Pa.

Sept. Proposed Abandonments

Penn Central—Adrian to Clayton, Mich.; Operation, Port of Albany, N.Y.; Lamar to Otsego, Mich.

Philadelphia, Baltimore & Washington (Penn Central)—Wawa, Pa., to Colora, Md.

Delaware & Hudson—Operation, Port of Albany, N.Y.

Baltimore & Ohio—Sutton branch, Bison to Sutton, W.Va.

Chesapeake & Ohio—Edmore to Remus, Mich.

Ann Arbor—entire railroad line, including carferry routes, Benzie County, Mich., and Kewaunee and Manitowoc counties, Wis.

Louisville & Nashville—Christiansburg to Eminence, Ky.

Chicago & North Western—Conover to Phelps, Wis.

Southern Pacific—Commerce to Paris, Texas; trackage rights, Texas & Pacific, Sherman to Paris, Texas.

St. Louis Southwestern—purchase portion, SP, Commerce to Paris, Texas. ●

Pen Pals Wanted

Malcolm M. Donaldson (loco engr. 28), 26 Eastbank St., Waverly, Dunedin, New Zealand, wants to hear from railfans, both sexes, and engine crews. He is especially interested in UP, NKP, Rio Grande, SP, Santa Fe, logging roads.

Miss Brenda Bland (13), 1125 Monitor Drive, Reno, Nev. 89502.

Gary W. Zeitler, P.O. Box 536, Muskogee, Okla. 74401.

Miss Debra Tingley, 295 Main Street, Milford, Pa., wants pen pals in their early teens.

Christopher F. Decine (10), 514 Davis St., Elkins, W. Va. 26241, crippled for life by auto accident, would welcome picture postcards, any kind.

Miss Ann Marie Arriba (22), 461-AF Llamas Street, Cebu City, Philippines.

Fred H. Haney (retired UP section foreman), Lisco, Neb., in poor health, needs cheer-up letters and cards.

Miss Mary M. Brockus (16), 205 West Fifth Street, Moulton, Iowa 52572.

Mrs. Dortha L. Hall, 214 S. Washington St., Grand Island, Neb. 68801, wants to hear from descendants of her grandparents, Dr. and Mrs. Robt. Kinkle, and of others who homesteaded in Prairie Creek Township, Hall County, Neb., about 100 years ago.

Miss Melita Tocle (25), 288 Gonzales Compound, Gorordo Ave., Lahug, Philippines. ●

Coming Events

Dec. 9: Edaville at Christmastime, steam locos, multi-color lights in holiday; Jan. 27: annual national workshop meeting, Hartford Div., RRE; April 28: "State of Maine Express" trip on B&M. Boston, Worcester, Lowell, Portland, Boston. For details on events, contact Frank Kyper, trip chairman, N.E. Div., Railroad Enthusiasts, Box 136, Ward Hill, Mass. 01830.

Dec. 15-31: archeological rail special, central and south Mexico. Christmas at Palenque Yucatan, fares start at $702, San Francisco; $673, Los Angeles; $547, El Paso. Wampler Tours, Box 45, Berkeley, Calif. ●

Statement of Ownership, Management, and Circulation

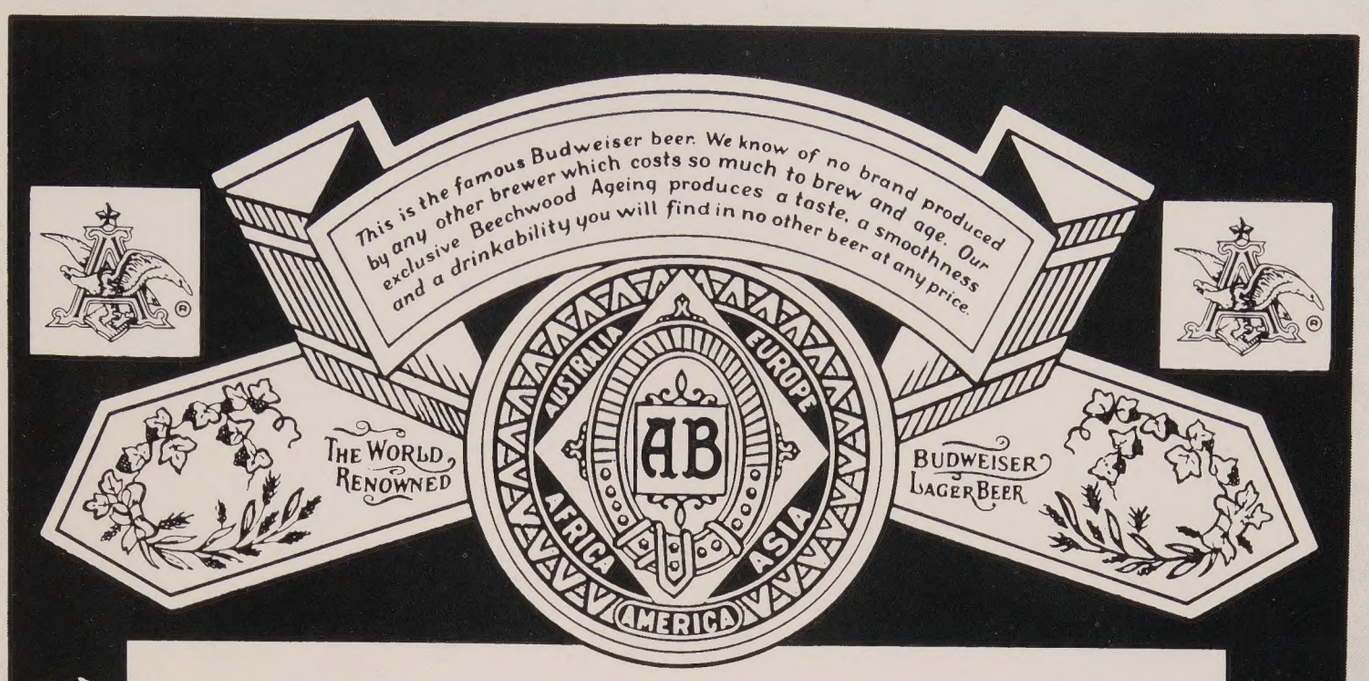
(Act of August 12, 1970: section 3685, title 39, U.S. Code) (1) Title of publication, *Railroad Magazine*. (2) Date of filing Sept. 29, 1972. (3) Frequency of issue, monthly. (4) Location of known office of publication, 205 E. 42nd St., New York, N.Y. 10017. (5) Location of the headquarters or general business offices of publishers, same. (6) Names and addresses of publisher, editor, and managing editor. Publisher, Popular Publications, Inc., same address. Editor, Freeman Hubbard, same address. Managing editor, none. (7) Owner, Popular Publications, Inc.; Harry Steeger, and Shirley M. Steeger, all same address. (8) Known bondholders, mortgagees, and other security holders owning or holding 1 percent or more of total amount of bonds, mortgages, or other securities, none. (9) For optional completion by publishers mailing at the regular rates. Option signed by Henry Steeger, publisher. (10) For completion by non-profit organizations authorized to mail at special rates, D.N.A. (11) Extent and nature of circulation. Average number of copies each issue during preceding 12 months. (A) Total number of copies printed, 53,095. (B) Paid circulation. (1) Sales through dealers and carriers, street vendors, and counter sales, 24,934. (2) Mail subscriptions, 7,700. (C) Total paid circulation, 32,634. (D) Free distribution by mail, carrier, or other means. (1) Samples, complimentary, and other free copies, 128. (2) Copies distributed to news agents, but not sold, 20,133. (E) Total distribution, 52,895. (F) Office use, left-over, unaccounted for, and spoiled after printing, 200. (G) Total, 53,095.

Actual number of copies of single issue published nearest to filing date. (A) Total number of copies printed, 54,000. (B) Paid circulation. (1) Sales through dealers and carriers, street vendors, and counter sales, 25,000. (2) Mail subscriptions, 8,500. (C) Total paid circulation, 33,500. (D) Free distribution by mail, carrier ,or other means. (1) Samples, complimentary, and other free copies, 225. (2) Copies distributed to news agents, but not sold, 20,075. (E) Total distribution, 53,800. (F) Office use, left-over, unaccounted for, and spoiled after printing, 200. (G) Total, 54,000 Signed, certified, correct, and complete. *Henry Steeger.* ●

For 73 years RAILWAY MAGAZINE has been closely connected with the making of railroad history.

Published monthly it has a full colour cover and a Panorama section containing up to twelve pages of nostalgic and news pictures with comprehensive descriptions. Each issue carries an article on Locomotive practice and performance; these are authoritative accounts of steam, diesel and electric locomotive performances with illustrations and tabulated data. The contents are carefully balanced with articles on modern and historical railroad subjects —mainly British but including overseas items.

RAILWAY MAGAZINE
DORSET HOUSE,
STAMFORD STREET,
LONDON, S.E.I. ENGLAND


This is the famous Budweiser beer. We know of no brand produced by any other brewer which costs so much to brew and age. Our exclusive Beechwood Ageing produces a taste, a smoothness and a drinkability you will find in no other beer at any price.
THE WORLD RENOWNED
BUDWEISER LAGER BEER
AUSTRALIA
EUROPE
AB
AFRICA
ASIA
AMERICA

GENUINE

Budweiser®

KING OF BEERS®

Brewed by our original process from the Choicest Hops, Rice and Best Barley Malt

THE LARGEST-SELLING BEER IN THE WORLD

Anheuser-Busch, Inc.

ST. LOUIS NEWARK LOS ANGELES TAMPA
HOUSTON COLUMBUS JACKSONVILLE MERRIMACK

GENUIN

When you say

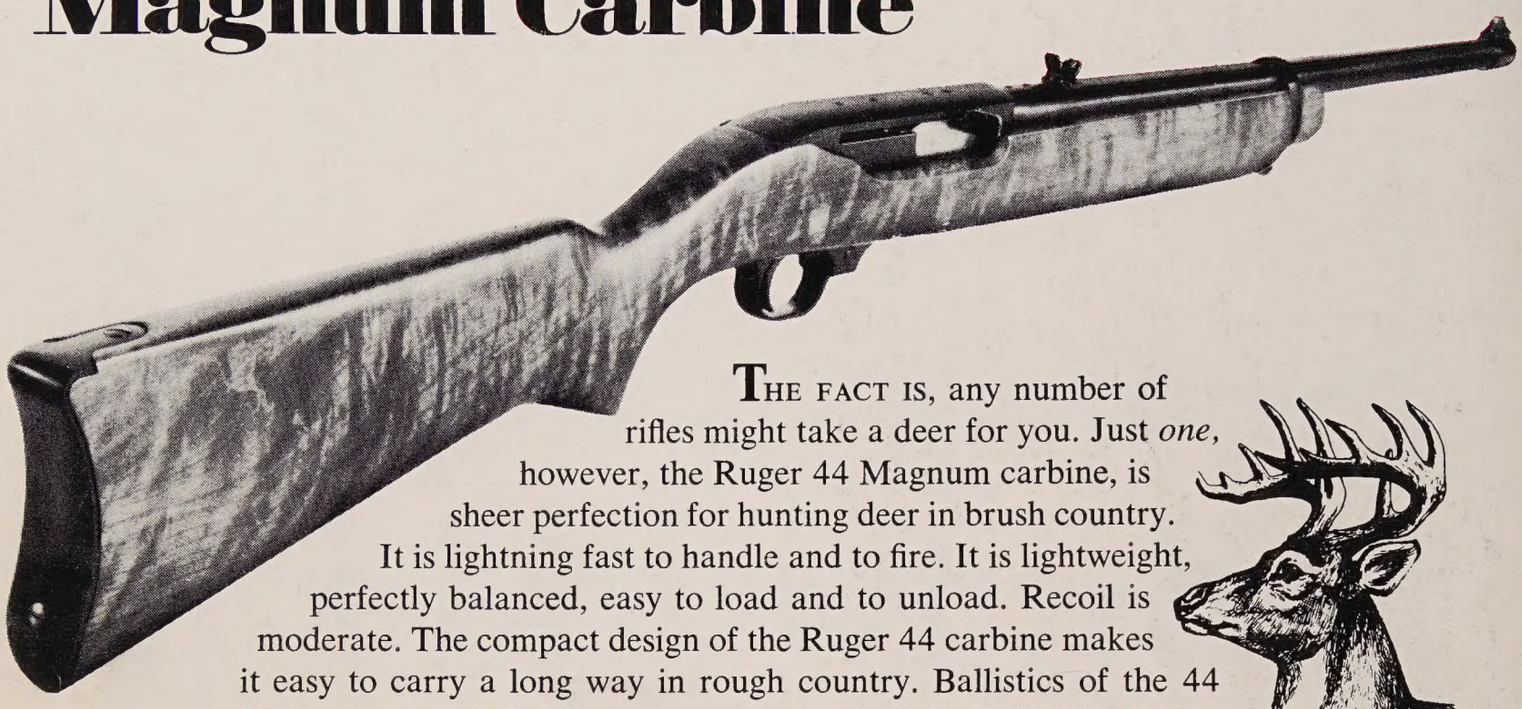
Budweiser®

you've said it all!

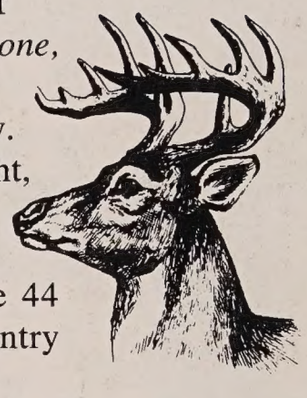
for brush country deer...

RUGER® .44

Magnum Carbine



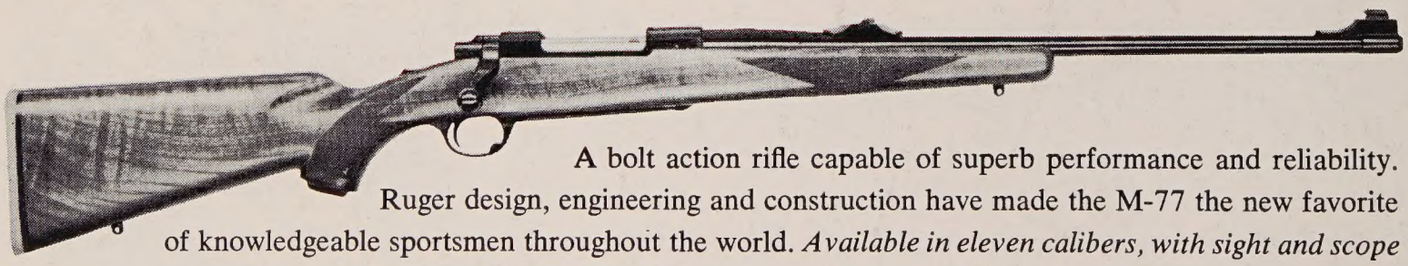
THE FACT IS, any number of rifles might take a deer for you. Just *one*, however, the Ruger 44 Magnum carbine, is sheer perfection for hunting deer in brush country. It is lightning fast to handle and to fire. It is lightweight, perfectly balanced, easy to load and to unload. Recoil is moderate. The compact design of the Ruger 44 carbine makes it easy to carry a long way in rough country. Ballistics of the 44 Magnum are right for the biggest bucks you will find in brush country or in tall timber.



SPECIFICATIONS: Weight — 5¾ lbs., Barrel — 18½". Overall length — 36¾", Sights — 1/16". Gold bead front; and folding leaf rear, adjustable for elevation. Receiver drilled and tapped for standard scope blocks or tip-off mount adapter. Safety-Sliding cross button. Safety locks both sear and hammer and cannot be put in safe position unless gun is cocked. Tubular magazine holds 4 cartridges, plus one in chamber. Gas operated, auto-loading mechanism. Suggested retail price, $117.

for the hunter who wants the best off-the-shelf bolt action...

RUGER® M-77



A bolt action rifle capable of superb performance and reliability. Ruger design, engineering and construction have made the M-77 the new favorite of knowledgeable sportsmen throughout the world. *Available in eleven calibers, with sight and scope mounting options. Hand checkered solid walnut stock, plus other custom features.* Examine an M-77 at your dealer's. Suggested retail price, $165.

For complete facts and comprehensive description on all Ruger firearms please send a post card to Department RR

STURM, RUGER & Company, Inc.

Southport, Connecticut 06490 U.S.A.

ALL RUGER FIREARMS ARE DESIGNED AND MANUFACTURED IN OUR OWN FACTORIES IN THE UNITED STATES OF AMERICA.